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BIRTHS.

On the 8th April, at Shanghai, the wife of R. HARE, I. M. Customs, of a daughter.
On the 10th April, at Shanghai, to Mr. and Mrs. R. E. LEWIS, a daughter.
On the 12th April, at Shanghai, the wife of J. HUIDEKOP, of a son.
On the 12th April, at Shanghai, the wife of Mr. CHARLES RICHARDS, of a daughter.

MARRIAGES.

On the 11th April, at Ningpo, the Rev. HARRISON K. WRIGHT and Miss EDWINA W. CUNNINGHAM.
On the 11th April, at Shanghai, GEORGE FREDERICK HUTTON-POTTS, fifth son of the late Lipton Hutton-Potts, J. P. of Firby Hall, Bedale, Yorkshire, Esquire, and Mrs. Hutton-Potts, of Harrow-on-the-Hill, to ESMÉ STUART, third daughter of Captain and Mrs. F. H. Wallace, of Shanghai.

DEATHS.

On the 7th April, at Shanghai, Dr. MARY GALE, aged 65 years.
On the 9th April, at Shanghai General Hospital, WILLIAM CURTIS, aged 73 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, APRIL 21, 1906.

HONGKONG BANKRUPTCIES.

(16th April.)

Nobody would guess from the bald statement which is issued by Mr. Arathorn Seth, C.I.S.O., Registrar of the Supreme Court, that there was ever anything of surpassing interest in the high Courts of the Colony. Figures have such an unprepossessing appearance that with few exceptions little attention, it is to be feared, will be given to his report on the doings of the Court during the past year. The gentleman who goes

under the appellation of the "man-in-the-street" will not even glance at it. Still there are some points which are of passing interest to those who care to delve into the mass of figures which adorn the report. For instance, there appear to have been 64 bankruptcies during 1905—a comparatively small number when we remember the inducements offered to merchants and others in Hongkong to speculate rather than to invest. These bankruptcies involved liabilities to the amount of \$3,125,657.21. As showing the hopeful spirit of the bankrupts the declared assets to meet those liabilities amounted to \$1,867,768.51, but when it came to realise those assets the result totalled \$217,775.36 about an eighth of the estimated total. One of the defaulters had debts amounting to nearly a million dollars. He declared that his assets were a clear million and more, but when it came to realise his property the result was but thirty thousand dollars, so that, unless we read the figures wrongly, he over-estimated his assets by a million dollars. In the words of a well-known Hongkong financier—"He must have been a little bit of a mystery." It appears that there were 427 actions on the Original Jurisdiction roll at the beginning of the year and 154 had to be carried over for this year. The amount involved was \$7,845,780 and the debts and damages recovered amounted to \$2,051,983. The number of actions instituted in Summary Jurisdiction was 1,889 during the year 1905, and 394 were brought forward from 1904. Of these, 1,663 were disposed of, 752 being settled or withdrawn before trial, and 394 being struck out of the cause-book as having been standing over generally for more than a year, leaving a balance of 226. The total amount involved was \$749,169.34. It is extremely interesting to observe that since the Companies Ordinance came into force, in 1865, no less than 462 companies have been registered in Hongkong representing an aggregate capital of \$21,794,108. Some of the companies have faded away and gradually died, others were still-born, and at the end of last year there were only 254 of the original 462 on the register. Nevertheless, the number of companies in existence which have availed themselves of the Hongkong Ordinance is quite respectable, their aggregate capital representing \$28,558,561. Last year 38 companies were registered, from which a revenue of \$7,583 was derived by the Government. On the whole, the Registrar's report for the year has its points of interest, but taking it on the whole, and neglecting for the nonce its importance as an official survey, it would make capital reading for those who desire a sedative.

AN ICONOCLASTIC DISPLAY.

One of the features of the gymkhana on Saturday afternoon was the Ladies' Nomination Race, and it served to indicate the fact that the ladies of Hongkong are hopeless zany when a question of arithmetic occurs. The event was sufficiently absurd in itself, but the spectacle of a dozen ladies calculating backwards and forwards, by means of their fingers and by the aid of a nibbled pencil, was irresistible. The idea was that each rider should hand his nominator a printed list of vegetables which had to be collected in a basket, and handed to the rider, together with the account for the goods. To the ordinary person that would seem to be less difficult than threading a needle, but if the committee had searched the earth for a more intricate, puzzling and heart-rending device they could not have selected a better. When the riders galloped up with their envelopes, the ladies were at hand to collect the vegetables and they flitted from basket to basket with the industry of a green-grocer's boy under the eye of his master. But that was mere child's play compared with what had to follow. By the rules, the fair nominators had to itemise the articles, calculate their value and add up the total. If Mr. Shelton Hooper, who is concerned about the market price-lists published in the newspapers, had witnessed the dilemma in which these chateaux were placed when it came to the current price of potatoes or oranges, he would have dismissed the matter as of no consequence, for apparently not one of the dames had the faintest idea of the price of vegetables. They had never seen a market price-list, or, at any rate, had never given it the slightest attention. So it would seem that the only people who do scan the lists are those who have no concern with the marketing. It is a fact—which can easily be tested—that most men know the price of goods sold in the public markets. They can quote the cost per picul of all sorts of vegetables at a moment's notice; they can even speak learnedly of the rise and fall in the price of bathbrick; and as for tinned provisions they are walking encyclopaedias on the subject. But what is the use of all this curious knowledge? The purchase of household commodities is outwith their province. That is in the hands of the mistress of the house—and she has not the slightest conception of the prevailing cost of cucumbers! At the gymkhana, these ladies knelt on the ground with a notebook, and they chewed their pencils in vain efforts to conjure up a picture of the market price column. In many cases it was the jockey who supplied the information that oranges were selling at three cents each or 20 cents the cattle for the best sweet variety. The price of such an extraordinary and unusual article of household use as the common or domestic carrot was utterly beyond the imagination of these ladies, who are presumably in charge of the menage of various houses in Hongkong, and one lady calmly solved the question and emerged triumphantly from her dilemma by giving the carrots to a pony. Then the

prices settled, the greatest tribulation of all occurred when the ladies entered upon the task of what is facetiously described as simple addition. Far from simple did these unfortunate ladies from the Peak find the addition of a few figures. They strove and laboured as probably few of them have done for many a day. They tried it standing, sitting and kneeling; they would have tried it flat on the ground if it had not been so public; they tried it mentally and they tried it by little shouts, and still two and two would make five. They got different totals on each occasion; they proved their sums by every known and conceivable method, and by some methods that were weirdly original, and still the total kept on changing. Finally, they gave up the attempt to get the correct answer as a dismal failure, and the judge had to announce that not one of the accounts had been correctly added up! How these ladies manage to keep a check on their household accounts is a mystery. They must be at the mercy of servants and tradesmen. They know nothing of figures—except of the human type—and they are blissfully oblivious of market values. They were all born before the Education Act of 1872 came into force and they have never troubled their heads about it. Being unconscious of their defect they have abandoned themselves to an orgy of ignorance. Occasionally they may wonder why their household bill is larger this month than it was last, but there it ends. The worst of it is that this appalling and abysmal oblivion to ordinary duty falls on those who are content or are compelled to reside on the lower levels. If "my lady" of the Peak is befogged on the subject of vegetables the dealer raises his prices, and those who count every halfpenny and do give attention to their accounts are also obliged to pay higher prices. None of those who were present at the gymkhana will readily forget the scene when these ladies were in the throes of addition. It was a saddening sight and a suggestive one. The committee in charge of arrangements might well agree to hold these meetings more frequently, if only that the fair residents of the Peak might have an opportunity of exercising their skill in calculating the price of everyday domestic articles.

"GOVERNMENT SERVANTS."

(17th April.)

A sad blow has been dealt to those who wear the livery of Government House, and, incidentally, to all who rejoice in the appellation of "Government servants." Of course, it is well understood by all who pretend to be acquainted with the official world that "servants" is a mere courtesy title when applied to those whom the ratepayers have the privilege of maintaining, just as the younger son of a duke is designated a lord, for no reason whatever. But these technical questions aside, all who have the glory of the "service" at heart will be pained to read the account in another column of the arrest of eight coolies, who once had the distinction of waving their arms and stamping their feet while bearing the burden of His Excellency in the gubernatorial chair. Not only have these eight "Government servants" been arrested; they have been imprisoned, or perhaps we should say incarcerated when referring to those who have been in Government employ. And it was for a paltry, trivial, ridiculous offence that they are now under lock and key—an offence which is perhaps no offence at all from the official coolies' standpoint. Only, the authorities in the New Territories are so absurdly antiquated in their notions of right and wrong that a jest is lost upon them, and what may be described as a mere "frivol" becomes a heinous crime in their old-fashioned eyes. These eight coolies had accompanied His Excellency to the New Territories. After a long and fatiguing walk they were offered tea. They objected to drink a weak decoction of tea on the ground, no doubt, that it was bad for the nervous system. As every body knows, tea is apt to get on the nerves, and Government chair coolies must be protected. So they demanded samshu, which is understood to be a soothing, syrupy medicine, specially designed to lighten the weight of existence. Unfortunately, they met an individual who had not respect for persons. He actually required payment for his samshu, and very naturally the "Government servants" asked if he thought they ate dirt. They flaunted their red uniforms in his face; they pointed to the official crown on their sleeves; they exhibited the frills and flourishes and furbelows on their nether garments; and finally they called attention to the special variety of high-class Chinese which they used in conversing one with the other. Still the New Territories' official was obdurate. He admitted that he had samshu, but the chit system had not yet penetrated to that benighted region, and until he saw the colour of their money there would be no samshu for them. Being "Government servants" the eight coolies could not brook such an insult. They immediately fell on the samshu-seller and left their visiting cards on his person. The matchless in which the samshu was supposed to be concealed also shared in the tumult and the poor coolies only desisted when they found themselves in the arms of the law. An unsympathetic magistrate sentenced them to pay a fine, and as they had not received their salaries, with exchange compensation, and were consequently unable to pay they had to go to jail, as if they were common malefactors. One may well ask what is to become of the "service" if "Government coolies" are not to receive any per-

quisites? And what is to become of His Excellency when he desires to take a trip to the New Territories if his coolies are not to get reasonable refreshments—meaning samshu—after toiling and molling in the heat of the sun? Of course, there is the further question what would become of His Excellency if they did get refreshment, and on such excursions, but that point does not enter into the present discussion. Meanwhile the eight coolies are endeavouring to reconstruct their idea of the eternal verities.

AN INCREASE OF SALARY.

Many people in Hongkong are quite convinced that if we had a municipal council all the ills from which we suffer at present, including a limited water supply and the plague, would be banished to regions unknown. They point to Singapore, which is blessed with a body styled the Municipal Commission, as an example of local, not to say parochial, government. But, of late it has become questionable whether a number of citizens representative of the general community can effectively manage the affairs of a Crown Colony. In the first place, try they never so hard, they are bound hand and foot by the Government. Whatever they propose has to receive the sanction of the Governor in Council before it is carried into effect, and judging from recent events their duties are limited to the collection of garbage. It seems that our Southern neighbour has a municipal engineer with whom it is well pleased. That gentleman petitioned for an increase of salary on the ground, apparently, that he could earn more in private life than he did as an official. The Municipal Commission at once seconded the suggestion, carried a resolution that the engineer should obtain an increase, and sent their recommendation to the Governor, who promptly vetoed it. Worthwhile the Commission resigned en masse, or, at least, every non-official member refused to serve any longer on a board which was without power or influence. The Government members were, of course, obliged to say nothing, and they performed that portion of their task with a stolidity which is worthy of the highest commendation. The newspapers of Singapore have taken sides in the matter and a bitterly rancorous controversy seems to have arisen over the affair. The Straits Times, which is not given as a rule to wild imaginings, says: "If it is good enough for the Colony to chuck 20,000,000 of dollars in the harbour and thereby spoil it, surely, it is good enough for the Municipality to spend a few extra dollars on a well-ried and capable officer and keep him." If the Colony can afford the miserable cost of satisfying a losing bet, surely, surely Singapore can be allowed the gratification of paying a few more cents to retain a useful engineer. We do not profess to have waded through all the ins and outs of this case, but the Commissioners have done so, and we follow them—for we can trust them. There is a high moral tone about these philippics which is most admirable in these days of simple money-grubbing and hard fact, and the ability of the Singapore writers to drag questions about Imperial finance and the Boxer war into a matter concerning the local engineer, shows that the education of the younger generation in the south is not being neglected. But there is another side to this matter which also deserves consideration. The Municipal Commission have resigned because a gentleman drawing a handsome salary—a salary far in excess of what he would receive in a similar position in England—believes that he deserves a considerable addition to his monthly or quarterly remuneration. These representatives of the community of Singapore are filled with indignation that their municipal engineer should be underpaid; they would retain him at any price, and they have taken the only course open to those who desire to show their displeasure with the Government. In the meantime, they have graciously consented to act on the Commission pending the election of new members, a concession which the Government does not seem to appreciate properly. No doubt the people of Singapore know their own business best, but this wholesale resignation of seats does not strike the disinterested onlooker as entirely unbiased. Would these public representatives have resigned had the applicant for an increase of salary been a petty clerk, who had wasted the best years of his life behind a Government desk for a miserable pittance, which would be converted into a workhouse dole if he held an unspotted character after half a century's toil? If half a dozen junior employees had petitioned for a rise in salary so that they might forget the wolf at the door, and if the Government had refused it, would these public-spirited quasi-legislators have resigned? Or is it that the municipal engineer—whatever he may be, and doubtless, he is a most estimable man—is a member of the "hupper suckles" and one of the *don ion*, and, therefore, must be supported? Because the Government refused to sanction an increase of salary, was that any excuse for the resignation of the Commission? Had the members been actuated by a sense of duty, had they been championing the rights of the underpaid and underfed juniors their action would have been reasonable and even praiseworthy, but that the public business of a large city should be blocked because an official fails to get all he demands is preposterous. Hongkong may lag behind in some things, but from all the evidence it would appear that the lack of a municipal council is not an untimed evil.

CANTON'S POPULATION.

Recently, Mr. Henry Humphreys called the attention of the Sanitary Board to the desirability of securing the returns of the rate of mortality per mille in Macao and Canton, the object being to discover, if possible, in what degree Hongkong was affected by the prevalence of disease in these ports. It had been suggested that plague in Canton was by no means so serious as several observers had sought to contend, and that despite the lack of proper sanitary measures the capital of Southern China was in a comparatively healthy condition. The most diverse opinions prevail on this point, and so far it has been impossible to verify them one way or the other. As for Macao, weekly bulletins are issued on the subject, with the result that a comparative statement on the existence of disease and the mortality statistics in that Colony may be compiled, but Canton is in an entirely different position. In the first place, no authentic record exists of the population of that crowded city, and nobody has conceived it to be advisable to take a census of the inhabitants. Even if definite returns of the deaths which occur in Canton were obtainable they would be valueless as a statistical statement in the absence of any accurate knowledge regarding the residential and floating population. Almost every writer who has visited and studied life in Canton has made an attempt to guess at the number of those who live in that centre of Chinese activity, but their authority for the statements published has usually crumbled away when subjected to acute examination. One writer estimated the population of Canton in 1874 at 1,560,000; another in 1881 placed it at 1,600,000; still another, in 1900, believed it to be 2,500,000; while others have recorded their guesses at anything between 750,000 and 2,000,000. Obviously, while all are agreed that there is an immense population in and around Canton, the figures given by passing chroniclers are really worth nothing, for the very differences shown in the estimates indicate that they are without official or authoritative backing. His Excellency the Governor interested himself in the Board's recommendation and framed a minute on the subject, in which reference was made to the statements appearing in various English, French and American publications as to Canton's population. In concluding his remarks, his Excellency wrote: "I think the above notes should satisfy the Sanitary Board that even if we can get with any approach to accuracy through inquiries at the Chinese hospitals, Kaifong committees and coffin shops a record of the deaths at the city, these would scarcely enable us to estimate the rate of mortality per thousand of the population of the city." The probability is that even were it possible to secure an official statement regarding the population of Canton it would only be approximately accurate. Canton has a large transient population both on shore and aloft. It is visited by large numbers who come from the interior, remain a few days in the city and then return to their homes. They cannot be described as residents, and yet their presence on any particular day when a census was being compiled would affect the returns in such a way as to nullify their reliability in respect of mortality statistics. In cities such as Liverpool and Manchester where people actually reside—that is to say, have their dwellings to which they return no matter how far afield they may roam—the census returns can be accepted as an indication of the city's growth and upon these figures the Registrar-General calculates the annual and quarterly population. So close is it possible to make these calculations that after ten years, when another census is taken, it has been found that the estimate and the returns have differed by only a few hundreds. It is to be feared, however, that such a condition of things will never be found to prevail in Canton so long as it contains a migratory population. The houses have been numbered and, as Mr. Lau Chu Pak suggested, a census of the people might be taken, but aside from the fact that the task would be a prodigious one, especially in the hands of inexperienced enumerators, there is a variety of other factors which would vitiate the value of the recorded number of people actually in Canton. His Excellency has written "I fear it is very unlikely we shall be able to ascertain the Canton rate of mortality with any approximation of accuracy, as I believe that even the total population of that city is not known within a quarter of a million," and that is probably the last word that can be said on the subject for many years to come.

HONGKONG'S WATER SUPPLY.

Householders will note with considerable satisfaction that, as the result of the efforts of Jupiter Pluvius during the past few days, the Water Authority has decided to abolish the restrictions which for some time have been in force, and provide Hongkong, with the exception of the central district, which is controlled by the rider main system, with a full and continuous supply of water from tomorrow. Those residing within the rider main area will obtain a supply limited to two consecutive hours, between sunrise and sunset—an increase of one hour in which to lay in a reserve. This concession on the part of the Water Authority will be best appreciated by those who are least able to afford the necessary expense entailed by a limited or intermittent supply of fresh water. It is a curious fact that anything which should tend to dislocate the public service falls most severely on the poorer classes of the community. Yet it is beyond doubt that a restricted water supply means increased expenditure for water carriers to those living in tenement houses. It seems that in

times of drought, when the water supply is limited to a short period every day, all the tenants of a house in Wanchai, for instance, start to refill their jars and other utensils simultaneously. Naturally, there is a greater flow of water through the pipes on the basement, with the result that occupants on the first and second floors have to await the pleasure of their under neighbours before the full rush of water reaches the higher level. Indeed, in some houses, the flow to the upper storey is wholly cut off until the needs of the basement have been supplied, and frequently but little time is left for those on the upper floors to provide for the domestic wants of the day. It may be that in the future the reservoirs of the Colony will be of sufficient capacity to ensure a continuous supply of water all the year round, but that time is still far distant. A noteworthy point is, though the supply period is restricted, almost as much water per head of the population is drawn from the reservoirs in the short time when the mains are open as in ordinary seasons, when a full and continuous supply is allowed. In the rider main district, which embraces the area within "Caine Road, Wyndham Street and Sands Street, the supply will still be restricted, but those who have managed to eke out the quantity of water obtained in one hour daily will not cavil at the extension of that time by another hour. Now that the rainy season is upon us, we may take it for granted that there will be no further stoppages in the free use of water, and the people residing in the central section of the city may assume that in a few more days they also will have the privilege of a constant and unrestricted supply of water, which is the best sanitary agent at the command of the Government.

HONGKONG MILITARY EXPENDITURE.

Although there has been a slight decrease in the Army Estimates for next year, there is no effort to curtail the expenditure on behalf of the forces in China. Estimates for the Far East are somewhat difficult to analyse for the simple reason that the establishments at Hongkong, Wei-hai-wei and, in the case of the Garrison Artillery, Singapore are grouped together in a fashion that makes it impossible to find out exactly how matters stand, but a general idea may be obtained of the military position in this part of the world. The total number of officers and men to be assigned for duty in China stands at 7,233, which includes Europeans, Indians and Chinese, and comprises Artillery, Royal Engineers, Infantry, Army Service Corps, Royal Army Medical Corps, native Indian infantry, and the Chinese regiments. The total pay of the regiment is £1,866, while the total pay of the four companies of Royal Garrison Artillery at Hongkong and of the two companies at Singapore amounts to £10,300. It will be recognised that much of that sum, which together with various other payments reaches the total of a quarter of a million dollars, will, in all probability, be expended in the Far East. The pay and other expenses of the Indian troops in North China is stated at £115,000—or over a million dollars. Under the heading "Quarters, land transport, remounts, and supplies" there is a sum of £54,030 placed against Hongkong, and that money, we may take it, will be spent in the Colony to the benefit of coolies, tradesmen, and contractors. It is interesting to note that the approximate annual cost of clothing, per man, of the Hongkong-Singapore Battalion of Royal Artillery is—sergeant, £4 14s 6d; rank and file, £3 14s 11d; and recruit, £7 4s 3d. The Engineer services at Hongkong and in North China are estimated together, the total expenses in connection with that branch of the Army being estimated at £6,289. The aggregate expenditure for military purposes in Hongkong and North China during 1906-7 is estimated at £563,174, or over five and a half million dollars. It is difficult to say, of course, what proportion of that amount will be left in China, but there can be no doubt that much of it will remain in the Far East, contributing to swell the coffers of local concerns. The importance of the Army to Hongkong is best evidenced, however, in the provision which has been made for new works. In the case of the construction of new buildings, etc., the coolie labourer is bound to benefit, for under the command of a few Europeans who may be military men or civilians, they will perform the greater part of the operations in connection with the new works. It is estimated that a sum of a quarter of a million of dollars will be required for necessary improvements and extensions, and provision is made in the Estimates for the expenditure of that sum. Although the cost of the works appears under the Army Estimates, it is explained that a considerable portion of the expenditure will be debited to the Admiralty. The coolie labourers who are employed by the military authorities are therefore assured of constant employment during the next year or two, and as the coolie retains in Hongkong the money paid for his services, the Imperial Government disbursements must eventually contribute to the prosperity of the Colony.

A RECORD.

(19th April.)

It is with feelings of gratification and pride that people in Hongkong will note the fact that the largest steamer ever built in Hongkong or China was successfully launched at Kowloon yesterday. In every way the occasion was noteworthy, for it brought into prominence the importance of the Hongkong and Whampoa Dock Company to this Colony, and the credit with which it carries

out its operations. The steamer *Loonguo* was built to the order of the Indo-China Steam Navigation Company, and it corresponds in almost every detail to a sister ship, the *Tuckoo*, which was built at home. The fact that the Dock Company was able to construct a vessel, exceeding 3,000 tons, to match a craft of an admittedly superior character is a feather in the cap of those responsible for its construction. It means that the Dock Company is capable of building vessels of large capacity and sound workmanship to compare with anything produced in the great shipbuilding yards of the United Kingdom. It also means that ship-owners in the Far East need no longer weigh the cost of bringing a new vessel to China, or calculate the rate of insurance on an untried boat. The Hongkong and Whampoa Dock Company is capable of constructing vessels which will meet all the needs and requirements of China, with the further advantage that owners may inspect the boat, measure its progress, and suggest improvements as they come to mind. It was little wonder that the chief manager, Mr. W. Wilson, vied eloquently over the merits of the new vessel, for the *Loonguo* is the first ship which has been built since his appointment as chief manager. Few men have the proud privilege of creating a record on the first occasion of their management, but Mr. Wilson rightly claimed that honour, and received his deserts at the enthusiastic gathering which met after the launching ceremony. As he said, the launch of a ship may appear a simple matter, even if that ship be not the Leviathan of the Far Eastern shipbuilding yards, but none except those who have worked on it can tell the worry, anxiety and care which the construction has involved on the heads of departments. Fortunately, the Hongkong and Whampoa shipbuilding staff were true to their traditions, and the *Loonguo* slipped like a duck into her native element, a massive, towering mass of steel. The Hongkong and Whampoa Dock Company, has again vindicated its right to be deemed one of the leading factors in the industrial life of Hongkong, and its employees have proved their claim to be of the smartest and most skillful in the Far East. A 3,000-ton boat, built in eight months or less, is no mean achievement for a yard in this part of the world. And it must not be forgotten that while this vessel was on the slips, the Company was repairing and cleaning other boats as if it had no other special work in hand. There was no dislocation of ordinary work, and no cessation of the plain business undertaken by the Company. Mr. Wilson, the chief manager, the staff, and the shareholders of the Company may well be satisfied with the results attained by the Dock Company.

PEAK ADVANTAGES.

Although the residents at the Peak are numerically an extremely small proportion of those who have a home and habitation in Hongkong, they seem to enjoy privileges which do not belong and, apparently, will not be granted to those humble householders who are content or are compelled by force of circumstances to reside on the lower levels. They have gardens for their children, incandescent lights for unused roads, and all the benefits of a high and wonderful civilisation. It is assumed, of course, that those who are in a position to reside at the Peak are multi-millionaires, or, at least, well on the way to become so. It is therefore necessary to ponder to their wants and to provide them with all the delicacies of the season. But why they should obtain advantages which are withheld from the common herd is a question which requires explanation. A subject of a rather unsavoury character was broached by Mr. Shelton Hooper at the last meeting of the Sanitary Board, and it is eminently desirable that a full discussion of the matter should take place on its merits. It seems that the refuse, the nightsoil to be precise, of those living at the Peak is removed by the servants of the Government. Ordinary people living in the city are obliged to hire coolies and pay them so much a month for the removal of excreta, but the lordly denizens of the Peak have all the privileges of a higher social class which is denied to the plain working man. The State, as Mr. Shelton Hooper describes it, has ordained that the refuse of the Peak shall be cleared away by coolies who are paid by the ratepayers through the medium of the Government. No doubt this will be news to most people, and it is hardly to be expected that the toiler, who regards every dollar as a fortune, will contemplate the matter in a calm spirit. While they have to spend heavily on the removal of the household rubbish, the residents at the Peak are provided by the Government with official servants, who cost them not a penny, and who are responsible to the Sanitary Board. Obviously, there is something radically wrong when such a state of affairs exists. The householder on the lower level is liable to serious trouble, not to say imprisonment, should he fail to obey the mandates of the Sanitary Board; he must make provision, at considerable expense, for the disposal of nightsoil; and in the interests of health he does so. The Peak proprietors, however, are exempt from any trouble in this respect. The unpleasant subject of nightsoil has no interest for them, because the Government acts in the most paternal fashion; and, at the cost of those least able to afford it, provides them with coolies to assist in the matter of household refuse. A more anomalous state of affairs could scarcely be imagined. That the poor should pay for the rich is all very well, but that they should contribute towards the disposal of their nightsoil is ridiculous. Mr. Shelton Hooper has brought forward a question which should be thoroughly threshed out, and settled, if possible, in favour of the dwellers in the city. Whether the entire Colony should be cleansed by the State is another question, for it is to be feared that the expense would outweigh the advantages of such a system, but there is no reason why those at the Peak should benefit at the expense of the impetuous.

THE KILT.

Out in the East, it is the acme of respectability to dress children as if their lower limbs required no protection. Short, thin knickerbockers are supposed to be the badge of aristocracy, but Dr. Norman Macchen, lecturing before the Institute of Hygiene, has exposed the evils to which children may be subjected by the wearing of insufficient clothing. After all, says the Doctor, there is nothing to beat the kilt, a sentiment which will be echoed by the numerous braw Scots who live in Hongkong. He maintained that it was a cruel infliction and a positive danger to clothe the thighs in thin pants and leave the structures about the knee-joints to bear the vicissitudes of the weather. "In this matter," he said, "we were far behind our northern compatriots, who valued the bare leg for mountaineering and sturdy tramps across the hill tracks, but who took the precaution of providing the lower part of the body and the thigh with the kilt of many plies of tartan. Such a garment was an ideal leg covering, giving freedom, while insuring warmth to encourage a healthy blood supply to the knee and leg." Such a dictum will receive the concurrence of every honest Scotsman—of whom there are a vast number in Hongkong—and will convince him that St. Andrew's night comes far too rarely. It is true that the lecturer's name smacks of the peat and the heather, but that is no reason why he should not proclaim the virtues of the kilt. In fact, if people would only be moderately sensible they would wear the kilt every day of the week, and clamour for it on Sundays. "When he thought how infinitely more becoming was the philibeg, from an aesthetic point of view, for the costume of a boy, than the skimpy economy of covering afforded by the short knicker suit, he wondered at the custom which prevailed; but he felt that if grown men were subjected to the torture which our children had become accustomed to uncomplainingly to endure, there would be a revolution in this respect, and the rational though primitive costume of the Scot would become universal for clothing the young of both sexes, than which there could be nothing prettier, more appropriate, or more effective as a warm covering." It would be a wonderful revolution if our Chinese fellow-subjects attired themselves in the garb of old Scotia, but apparently it would be a sanitary and hygienic one. There is no doubt, however, that the present custom of clothing boys in garments which are merely ornamental is responsible for much of the illness which prevails among the rising generation.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINA'S PROTEST.

OBJECTS TO JAPANESE HELP.

URGENT MESSAGES TO LONDON AND WASHINGTON.

[From Our Own Correspondent.]

Shanghai, 16th April, 12.20 p.m.

The Chinese Government have despatched urgent telegrams to their Ministers in London and Washington instructing them to protest against the approval of Great Britain and America that Japanese assistance should be given to the Chinese police with the view of affording adequate protection to foreigners in China.

FORMOSAN EARTHQUAKES.

ANOTHER SHOCK FELT.

[From Our Own Correspondent.]

Shanghai, 16th April, 12.20 p.m.

Another earthquake has occurred in Formosa.

There are no particulars to hand.

CHINESE POSTAL SERVICE.

CUSTOMS CONTROL REMOVED.

INDEPENDENT CHINESE BOARD TO BE APPOINTED.

[From Our Own Correspondent.]

Shanghai, 18th April, 2.10 p.m.

It has been decided that the control of the Postal Department in China shall be withdrawn from the Imperial Customs service.

The Department will be placed under the direction of an independent Chinese board.

The Postal Department was only established a couple of years ago.

DISASTROUS EXPLOSION.

MAGAZINES BLOWN UP AT OSAKA.

[From Our Own Correspondent.]

Shanghai, 18th April, 2.10 p.m.

A disastrous explosion has occurred in a block of magazines belonging to private owners at Osaka.

Full particulars as to the damage and casualties have not yet been received.

TERRIBLE EARTHQUAKE.

SAN FRANCISCO IN RUINS.

RESERVOIRS WRECKED AND FIRES PREVALENT.

[From Our Own Correspondent.]

Shanghai, 19th April, 3 p.m.

A disastrous earthquake was experienced in California on the 18th inst.

One half of San Francisco is reported to be in ruins.

The reservoirs have been utterly destroyed, with the result that the water supply is absolutely non-existent.

The city is at the mercy of fires, which have broken out in several quarters.

The telegraph service is incapacitated.

[We are informed by Mr. A. B. Skottow, superintendent in Hongkong of the Eastern Extension Australasia and China Telegraph Company, that owing to an interruption of the normal route, through an earthquake at San Francisco, telegrams for America can for the present only be accepted via Europe, at the higher rates notified on the tariff card issued on the 1st instant.—Ed., H. K. T.]

DISASTROUS FIRE.

KIOTO HOTEL REDUCED TO ASHES.

[From Our Own Correspondent.]

Shanghai, 19th April, 2.10 p.m.

The 'Yotomo' Hotel, at Kioto, has been reduced to ashes by fire.

The conflagration raged furiously, and in twenty minutes the Hotel was a mass of ruins.

The damage is estimated at 400,000 yen.

CHINESE MERCHANTS IN DIFFICULTIES.

REPORTED DEFICIENCY \$350,000.

EUROPEAN FIRMS INVOLVED.

[From Our Own Correspondent.]

Singapore, 20th April, 12.05 p.m.

A large firm of Chinese merchants having extensive dealings with European mercantile houses is reported to be in difficulties.

The amount which the firm is stated to be short of with its creditors is estimated at \$350,000.

The insolvency of the *houy* in question involves also many European firms, with whom they had business transactions.

VISCOUNT HAYASHI.

ARRIVAL AT SINGAPORE.

[From Our Own Correspondent.]

Singapore, 20th April, 12.50 p.m.

Viscount Hayashi, who is en route to Japan on leave, arrived by the N. D. B. s. *Prinz Heinrich* to-day.

[The Japanese Ambassador left London by the North German Lloyd boat train on the afternoon of 20th ult., on leave for Japan, accompanied by his son and Mr. Nagashima, Secretary to the Japanese Finance Department, who has been for some time attached to the Japanese Consulate in London. Viscount Hayashi drove from the Embassy in Grosvenor Gardens to Waterloo, where he arrived at about 3.30 p.m. A large company of friends had assembled to see him off. The Foreign Secretary was represented by the Hon. Sir Eric Barrington, and among others present were the Marquis and Marchioness of Lansdowne, Lord Strathcona, Count Hirokichi Mutsu, Mr. Choro Kikie and Mr. Matsujiri Kaneyama (Secretaries of Embassy), and Mr. Tuneso Matsudaira (Attache) the Japanese Consul-General and the staff of the Consulate, Mr. N. Ooshi, formerly Consul-General in London, Captain Sakamoto, I. J. N., Mr. K. F. Syne, a large number of members of the Japan Society, Mr. G. W. Thomson, Mr. J. Dods, several Japanese officers, and many Japanese residents in London.—Ed., H. K. T.]

NO BOOKS KEPT.

"I paid him nearly \$300," shouted an excited Chinese defendant in a case in the Summary Court this morning, "and there is no money due to him."

His Honour: Have you a receipt?—No. Is the payment entered in your books?—No. Plaintiff denied receiving any payments, and proved delivery of the goods.

His Honour: Very well then, I can only give judgment with costs in favour of plaintiff. (Addressing defendant.) You had better look after your books and keep them more carefully in future.

CHINESE SUBSIDIARY COINS.

COUNTERFEIT 20-CENT PIECES.

Wan Lu, a fireworks maker, was prosecuted this morning at the instance of Sergt. Wilden, before Mr. F. A. Hazland, charged with uttering seven counterfeit twenty-cent pieces, and also with being in possession of eleven other counterfeit coins on the 19th instant. It transpired that on the 5th instant the defendant went to Shuei Karasaki curio shop, 48, Elgin Street, Kowloon, and made a bargain for the purchase of some Japanese goods, amounting to forty-five cents. The defendant tendered a note and received back as change \$1.55, including two Mexican dollars. Defendant wanted \$4.75, saying that if he took the paper money to a money changer's shop he would get twenty-cent premium. This the complainant refused to give and the bargain was called off, defendant handing back the curio, with the money he got as change and receiving his \$5 bill. When defendant left the shop, the Japanese discovered that \$4.45 of the money returned by the accused was bad. Yesterday defendant returned to the shop, with the intention of playing the same trick, but the Japanese gave him in custody. At the Tai-mai-tai Police Station defendant was searched and more spurious money was found in his pockets. Before defendant was arrested he was in the shop speaking to the Japanese, when suddenly some of the spurious money he had hidden fell to the floor and defendant tried to kick them under the glass case. The Court Sheriff was called and he declared that all the money found and those tendered by defendant were bad. His Worship sentenced the defendant to two months' hard labour and six hours' stocks, and on the second charge to pay a fine of \$7, or to undergo a further two months' gaol, and remarked that he appeared to be a "professional."

A GAMBLER'S DEATH.

INQUEST AT THE MAGISTRACY.

This afternoon, at the Magistrate, Mr. F. A. Hazland, presiding as Coroner, held an inquest touching the death of a coolie named Ng Tsun, who was killed on the 4th instant, by falling over the railings of a house at No. 27, Queen's Road East, in trying to escape arrest during a gambling raid.

The following jury was empanelled:—Messrs. A. Mowbray (foreman), A. A. C. Milroy and Louis Desjardins.

The first witness called by the Court was Lo E. Chai, who said that he was a private ricksha coolie residing at No. 27, Queen's Road East. At about 10.30 p.m., on the 4th instant, witness was present when the police raided the premises. The inmates were gambling on a bed, near the kitchen door. As soon as they heard that the police had arrived most of the gamblers ran in various directions. Some made for the verandah, where they met the police, while others sought refuge in the kitchen. Witness, who remained seated on the bed, later on heard from a *hukong* that two men had fallen onto the back and below. The deceased was on the premises gambling. When witness was taken below he found Ng Tsun disabled and lying under the air-shaft, in the backyard. Witness was acquainted with Ng Tsun for over a month, the latter being about 25 years old, and a public ricksha coolie.

Ng Lok, one of the men who also jumped over the railings and escaped with a few bruises and a sprained knee, said he was a hawkier residing at No. 14, Amoy Lane. He corroborated the testimony of the first witness, and added that no sooner had he heard that the police were about, he ran into the kitchen. When he arrived there he saw somebody had jumped over the railings into the yard below, and witness followed suit. Although witness had a split, drop he only sprained his foot. Police and medical evidence was heard, after which the jury returned a verdict of "death from misadventure."

CARRYING EXCESS PASSENGERS.

MASTER AND AGENT BEFORE THE COURT.

Before Mr. F. A. Hazland, at the Magistrate's Court to-day, the master of the steamer *Taruman*, trading between this port and Bangkok, was summoned by Sergeant Wilden, in that he did, on the 20th instant, after a port clearance had been issued, attempt to leave the harbour with 115 passengers in excess of the number allowed by his port clearance.

The master pleaded guilty. The *Wing Sun* Company, of No. 30, Wing Lok Street, agent for the *Taruman*, were also charged with allowing the vessel to attempt to leave the waters of the Colony with 115 passengers in excess of that allowed by the port clearance, on 20th April.

A Chinaman, representing the agents, pleaded guilty to the charge.

His Worship (to the Master): What have you got to say?

Master—There were only ten passengers on board the vessel to my knowledge on Monday.

His Worship—Had the passengers any tickets?

Master—Yes. The tickets are issued by the agents.

His Worship—How many passengers are they allowed to carry?

Insp. Langley—112, your Worship. They had a port clearance for ten only.

His Worship (to the agent)—Have you got anything to say?

Insp. Langley—There can be no excuse for the agents, your Worship, as they were issuing the tickets.

His Worship—Was the steamer under weigh when the police arrived?

Sergt. Wilden—They were just raising the anchor to leave, your Worship.

The agents were fined \$75, and the master \$25.

AN URGENT APPEAL.

PROPOSED HOSPICE AT WONGNEICHONG.

19th inst.

The superiors and sisters of the Asile de la Sainte Enfance are making an appeal to the charity of all those who recognise the value of the work in which they are engaged. The object is to provide funds for the further extension of their charity by building a new Hospice on the ground at Wongneichong very kindly given by the Government.

The present premises at Wanchai are very fully occupied and cannot accommodate any more inmates, it is therefore proposed to make room at Wongneichong for aged and infirm people who are permanently kept, also for the increasing number of destitute infant children who are sent to or left at the Convent and are taken care of.

The Asile de la Sainte Enfance at Wanchai is so well known that it is hardly necessary to give details of the work done. It may, however, be stated that the permanent inmates of the Institution number about 380, and that about 1,600 destitute children and sick people are received in the course of a year.

The superiors would wish to remark that no appeal has been made to the public for providing buildings since the year 1883, and after that date, schools, infirmaries and hospitals have been added. The present need is so urgent and the expense so heavy that this appeal is reluctantly made, yet with confidence in the generosity of the Public towards a very worthy object.

LAU Kwai, a "boy" on board the P. M. S. S. Co's steamer *Dakota*, was prosecuted at the instance of the Water Police, for being in possession of four rifles and 360 rounds of ammunition without the permission of the police. The defendant admitted the charge, and Mr. C. A. D. Melbourne imposed a fine of \$50, with the option of three months' hard labour.

HONGKONG VOLUNTEERS.

RIFLE CLUB MEETING.

The first rifle meeting held by the Hongkong Volunteers Rifle Club at Tai Hang Range was concluded on Easter Monday, and considering the very changeable weather which is usual at this time of year, the corps was very fortunate in having three fairly good days, Good Friday, Saturday and Easter Monday.

On the whole, the meeting was a very successful one, but possibly on account of the Easter Holidays, the entries were not so large as might have been expected. The gratitude of the corps is due to Major Pritchard and Lieut. Northcote for their zealous efforts as secretaries of the meeting, and to the several members of the Committee, and to the several donors of some very handsome prizes, including H.E. the Governor, Sir Paul Chater, Messrs. J. R. M. Smith, A. Turner, W. Wilson, Mrs. Pritchard, Messrs. Lane, Crawford and Co., Price and Co., Calbeck, Macgregor and Co., McEwen, Frickel and Co., Kelly and Walsh, A. S. Watson and Co., Wang Ling, Ting Kee, the H.K. Vol. Corps, and H.K. Vol. Rifle Club.

Major Pritchard informed (Bomb Marshall) the winner of H.E.'s prize, that it would be forwarded to him, and that he could rest assured it would be a good one, as whatever H.E. undertook to do, he always did well, a remark which elicited unstinted applause.

Mrs. Pritchard (wife of the Commandant) graciously presented the prizes in the absence of H.E. the Governor, who had written expressing his regret at not being able to attend. Major Pritchard expressed his thanks on behalf of the corps in the various ladies who had essayed the difficult climb to the range in order to witness the Ladies' Nomination event, and the presentation of prizes. Following are the results:—

CORPS CHAMPIONSHIP.

	200	500	600	Til.
Bomb. Marshall	32	34	26	92
Bomb. Watson	26	28	28	82
Sergt. Andrew	27	31	24	82
Bomb. Rogers	29	33	20	82
Lieut. Ross	26	32	23	81

RIFLE HANDICAP.

	200	500	600	Til.
Bomb. Marshall	34	31	29	94
Sergt. Terrill	29	35	26	90
Bomb. Watson	32	31	27	88
Gunn. Coles	27	29	31	87

HANDICAP AGGREGATE.

	34	31	29	94
Bomb. Marshall	33	28	31	92
Gunn. Austen	29	35	26	90
Bomb. Watson	30	31	27	88

OFFICERS' HANDICAP.

	30	26	25	81
Lieut. Scott	25	31	22	78
Lieut. Ross	29	28	21	78

DISAPPEARING TARGET.

	27	32	39
Sergt. Andrew	32	39	32
Gunn. Sorby	32	39	32
Gunn. Fairholme	32	39	32

LADIES' NOMINATION.

	23	18	18
Bomb. Watson (Mrs. Cuthbert)	18	18	18
C. S. M. Rodger (Mrs. Rodger)	18	18	18
Gunn. Fairholme (Mrs. Fairholme)	18	18	18
Gunn. Chapman (Mrs. Chapman)	18	18	18
Gunn. Sorby (Mrs. Shaw)	18	18	18
Bomb. Rogers (Mrs. Clark)	18	18	18
Sergt. Terrill (Mrs. Terrill)	18	18	18
Sergt. Andrew (Mrs. Andrew)	18	18	18

CONSOLATION.

	26	20	30	76
Corp. Blood	20	30	32	82
Bomb. Watson	34	33	31	98
Gunn. Fairholme	30	33	32	95
Bomb. Marshall	31	34	30	95
Mr. J. H. Pidgeon	29	34	31	95
Sergt. Andrew	32	31	29	94
Do. Terrill	20	30	32	82

ALL COMERS.

	200	500	600	Til.
Bomb. Watson	34	33	31	98
Gunn. Fairholme	30	33	32	95
Bomb. Marshall	31	34	30	95
Mr. J. H. Pidgeon	29	34	31	95
Sergt. Andrew	32	31	29	94
Do. Terrill	20	30	32	82

ANALYSIS.

	1st	2nd	3rd	4th	5th
Rd. No. 1	6	2	4	1	1
Rd. No. 2	3	2	4	1	1
Rd. No. 3	6	6	6	1	3
H.K.V. T.p.	1	1	1	1	1

ALL COMERS ONLY.

	1	1	1	1	1
H.K.V. Res.	1	1	1	1	1

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

ORANGE AND TURNER CUPS

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING.

16th inst.
Patrons: H. E. Sir Matthew Nathan, K.C.M.G.; H. E. Vice-Admiral Sir Arthur W. Moore, K.C.B., K.C.V.O., C.M.G.; H. E. Maj. Genl. Villiers Hutton, C.B.; Commodore H. Pigot Williams, R.N.

Committee: The Stewards of the Hongkong Jockey Club (ex-officio), Lieut.-Col. Aitken, Major Parker, Messrs. G. K. Hall-Brutton, C. A. Ross, J. A. Jupp, H. P. White, Judge, Mr. C. H. Ross, and Mr. J. A. Jupp.

Handicappers.—Mr. H. P. White, and Major Parker.
Clerk of the Scales.—Mr. J. A. Jupp.
Starter.—Major Parker.
Time-keeper.—Mr. T. S. Forrest.
Hon. Sec. and Treasurer.—Mr. C. G. Mackie.

The first gymkhana meeting of the season proved an unqualified success. The ponies were good, the fields were good, and some exciting finishes were witnessed. The weather on Saturday afternoon proved very propitious and although earlier in the day things looked rather gloomy—in fact, until fifteen minutes it was a moot point whether the meeting would not have to be postponed—the results were promising in the extreme. A large number of the fair sex were in attendance and lent colour to the picturesque scenery in the Valley. The picture of the National Anthem, His Excellency was conducted to his stand by Mr. T. F. Hough, clerk of the course; Mr. C. H. Ross, judge, Mr. J. A. Jupp, clerk of the scales, and Mr. H. P. White, one of the handicappers. It must have been very satisfactory to these gentlemen to notice that out of thirteen entries, a field of nine came forward to contest the mile-and-a-half, quarter, and half mile races, and the heavy weight, medium, and light weight divisions filled first, second and third places respectively. The first saddling bell was rung at 3.30 and at 4.10 the first field was well away. The results and descriptions of the races are appended:—

THREE-QUARTER MILE FLAT RACE.—For Hongkong subscription griffins of any season. Weight for inches as per scale. Winners of an open race barred. Winners of an official race to carry 7 lb. extra; of two or more official races 10 lb. extra. "Off-day" winners to carry 5 lb. extra. Unplaced ponies in an official race and previous non-starters allowed 5 lb. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize, \$25. A cup presented by A. H. Huntington, Esq., 2nd prize, \$25. (Entrance fees to go to winner.)

Mr. G. C. Moxon's Speculation, 11st 2lb (Mackie) 1
Mr. H. P. White's Zepher, 11st 11lb (Dupree) 2
Mr. Hickloff's Roscommon, 11st 0lb (Hickman) 3
Mr. Henchman's Diadem, 10st 10lb (Brutton) 4
Mr. D. Macdonald's Highland Whisky, 10st 0lb (Clarke) 5
Mr. C. G. Mackie's Promised Land, 10st 11lb (Robertson) 6
Mr. Ottery's Red Herring, 10st 10lb (Deacon) 7

A good start for left and right, and have been at least ten lengths behind the bunch. He, however, made good his ground and gradually moved to the front, and at the bottom corner was slightly in the lead of Zepher. At the distance-post he appeared to be beaten, but came again 50 yards from home and won one of the best fought-out races ever witnessed on this course. Gameness and condition told. Time 1.41. Winner \$18.80.

TENT PRISING.—Best of three runs. Points for pace and style. Open. Entrance fee \$3. 1st Prize, presented by G. C. Moxon, Esq., 2nd Prize, \$25.

W. A. Cruickshank, 1 1/2
Belgrave, 2 1/2
G. K. Hall-Brutton, Capt. H. Gisselly, W. G. Clarke, J. E. Gresson, Capt. Smith, R. Robertson, and J. E. F. C. Master.

The event brought out nine contestants. The gentlemen who filled first and second places won on their merits.

GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. Value to be declared when Cup is purchased. For all China ponies. Catch weights at 10st 6lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. C. G. Mackie's The Quail 10st 6lb (Mackie) 1
Mr. W. G. Clarke's Pathan, 10st 5lb (Clarke) 2
Mr. S. P. C. Blue Nile 10st 11lb (Simcock) 3
Mr. C. G. Mackie's Mikosh 10st 11lb (Cruickshank) 4

Four ponies faced the starters for this, the *bonne bouche* of the meeting. A good start was effected, with Mikosh on the rails. At the half mile the Quail took third place, and at the black rock Pathan went to the front, with Blue Nile at his heels. Mikosh led the straight for home, but Pathan still led, but the Quail had taken his measure, and won fairly easily from Pathan, with Blue Nile a bad third, Mikosh being distanced.

Time 2.18. Winner \$9.50.
MARKET RACE, LADIES' NOMINATION.—Competitors start dismounted. The rider will be given a sealed order and basket, which he will take to his nominatrix and dismount. The latter will fill the basket with vegetables as per list, and make out a bill according to the prices on the order; the first rider to return to the judges with a correct supply and account to win. Entrance fee \$3. 1st and 2nd prizes presented by the Club.

Mr. Cruickshank (nom. Mrs. Cruickshank) 1
Mr. Mackie (nom. Mrs. Hall-Brutton) 2
There were a good many entries for this race, but owing to the "bobbiness" of some of the ponies, a good many of the gentlemen spilled their wares before they reached the winning-post. A curious feature of this race was the fact that in no case were the accounts, which were supposed to be made up by the ladies, done correctly! It is to be trusted that this was not due to the lack of knowledge of arithmetic on their part. The probability is that they were flustered by their unusual publicity.

HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch weights 10st 8lb. Entrance fee \$5. 1st prize, A cup presented by J. R. Michael.

Esq., 2nd prize, \$25. (Entrance fees to go to winner.)

Father O'Flynn's Glenburn, 10st 8lb (Simcock) 1
Mr. Menocall's Doris Castle, 10st 8lb (Dupree) 2
Mr. G. K. Hall-Brutton's Preston, 10st 8lb (Brutton) 3
Mr. C. H. Ross' Ben Royal, 10st 8lb (Gresson) 4

Again a field of four came under the starters orders, who speedily despatched them on their journey, which was very uninteresting from some of the contestants' point of view. Glenburn took the lead, with Doris Castle in hot pursuit. At about the third jump, Ben Royal refused and was practically out of the race. At the fourth jump, Doris Castle refused badly and his rider sat down in a mud puddle. This left Glenburn and Doris Castle in the race, and the former pony won rather easily at the finish, by about a couple of lengths, which could have been increased.

Winner \$10.80.
ONE MILE AND A QUARTER FLAT RACE. Handicap.—For all China Ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize, A cup presented by Sir C. P. Chater, Kt., C.M.G.; 2nd prize, \$25. (Entrance fees to go to winner.)

Mr. H. P. White's Zepher, 11st 4lb (Dupree) 1
Mr. Hall-Brutton's Preston, 10st 10lb (Brutton) 2
Mr. Hickloff's Roscommon, 10st 0lb (Hickman) 3
Mr. T. F. Hough's Emerald, 11st 2lb (Mackie) 4
Mr. Ottery's Maori King, 11st 3lb (Deacon) 5
Mr. E. G. Ferguson's Forward, 10st 7lb (Ferguson) 6
Mr. D. Forbes' Highlandman, 10st 0lb (Cruickshank) 7
Mr. C. B. Piggott's Zanzibar, 10st 11lb (Piggott) 8
Father O'Flynn's Donnybrook, 10st 2lb (Gresson) 9

11 lbs overweight 14 lbs overweight.
5 lbs allowed 5 lbs allowed.
Nine unruly ponies were saddled up and weighed out for this event. Zanzibar early distinguished himself by bolting off the course at about the mile post and dumping his rider, Piggott, in the muddy ditch, in addition to which, Piggott sustained a nasty kick in the ribs. This lot were got well away by Major Parker, with Donnybrook in the lead. He was, however, quickly supplanted by Rotherham and Maori King. The ponies were well bunched at the half mile, but turning into the straight for home, Zepher's old style returned and he won in a canter, with the others not far behind.

Time 2.56 3/5. Winner \$8.40.

THE S.S. "M. STRUVE."

16th inst.
Capt. F. Bremer and a boat's crew arrived at Poochow on the 16th inst., by the s.s. "Hanching," having been picked up at 8.30 a.m. on the 9th inst., when making for Amoy. Capt. Bremer reports the stranding of his steamer, the "M. Struve," 966 tons, on Little Ockee at about 1 a.m. on the 8th inst. during a fog. The vessel is fast on the rocks, leaking badly, the shelter deck being awash at high tide. No lives were lost, part of the crew being landed on Ockee Island, the officers remaining by the vessel. The local agents have since received information that the vessel has become a total wreck.

HONGKONG MILITARY EXPEDITION.

THE PROGRAMME FOR NEXT YEAR.

Although the Army Estimates for the year show a decrease of £17,000, Hongkong has no reason to feel neglected. A large outlay will be made during the year, and it is evident that there will be ample work for the labouring classes. The estimates for Hongkong for new works are as follows:
General services, including Headquarters Office, Army Service Corps stores, &c., £5,000. The total estimate for the work is under consideration. Married quarters, £5,000. The total estimate for the work is £7,000. Tramway from Magazine to Arsenal Yard, £10,000. The total estimate for the work is £8,500. Nine-tenths of this having been raised from £8,500. Nine-tenths of the cost is to be borne by the Admiralty. The amount already voted for the work, including re-works, is £1,000. Reconstruction of workshops and refitting stores handed over by the Admiralty, £1,000. The total estimate for the work is £2,250, the estimate being reduced from £4,000. The amount already voted for the work, including re-works, is £3,500. To provide a landing and shipping shed, £1,000. The total estimate for the work is £4,450.

COUNTERFEIT COINS.

A SHARP SENTENCE.

17th inst.
Ho Wai, a broom-maker, was charged this morning, at the instance of Inspector Smith, with being in possession of 175 counterfeit coins. The defendant, who pleaded guilty to the charge, said the coins were given him by a friend at Canton to bring down here. He knew the money was bad, but Inspector Smith said that the defendant was arrested at one o'clock this morning as a suspicious character, while walking along Queen's Road Central. On arrival at the station he was searched and the spurious coins found. Mr. Hazeland informed the defendant that for being in possession of counterfeit Hongkong coins he would go to gaol for three months, with hard labour, and for the other foreign coins, pay a fine of \$300, or go to gaol for a further three months—the sentences to run consecutively.

INTERPORT YACHT RACES.

PROPOSED INVITATION TO HONGKONG.

According to the *Japan Herald* and an extraordinary general meeting of the Yokohama Yacht Club held recently, some questions relative to interport races were discussed. It appears the Club has received a challenge from the Shanghai Yacht Club to take part in an interport race to be held at Yokohama probably in October. The Shanghai Yacht Club has two boats she can send, one a 27-rater and the other 23. It has not yet been decided which of the two boats will be sent, but if the latter is selected her sail area will be increased to make her approximately a 30-rater. It was decided at the meeting to accept the challenge, and a syndicate is being formed to build a boat to compete in the race, the Committee appointed to make the necessary arrangements consisting of Messrs. Owston, Laffin and Boyes. It is also proposed to ask the Hongkong Yacht Club to take part in the race. The Kobe Sailing Club was also invited to participate, but it was announced at the meeting that a reply had been received stating that the Kobe Club had no boat suitable. The Club, however, would be willing to race the Yokohama Club in one-class boats, twice a year, in the spring and autumn. This latter proposal was accepted.

THE NATIONAL BANK OF CHINA, LTD.

ANNUAL MEETING.

16th inst.

The fifteenth ordinary annual meeting of shareholders in the National Bank of China, Limited, was held at the Bank's premises at noon, on Saturday, Mr. J. Scott Harrison presided and there were also present Messrs. G. C. Moxon (Manager), J. R. Michael, R. Harding, J. E. Joseph, Chau Siu Kee, Yeung Pak Tsung, E. D. Haskell, E. D. Howard, E. Kadourie, J. F. Whight, E. S. Kadourie, P. Loureiro, and others.

The notice convening the meeting having been read, the Chairman said:—Gentlemen, I have to submit the report and accounts for last year, which, with your permission, I will take as read. The net profits of the Bank for the period under review amount to \$186,919.94, and in pursuance of the policy set forth in the chairman's speech at the general meeting held on 18th March last year, your directors recommend that no dividend be paid, but that our reserves be strengthened until they have reached what may be considered a safe figure. With this object in view, it is proposed to place to capital reserve fund the sum of \$12,731.20, which at 18.8d. to the dollar brings our capital and reserve together to the convenient figure of \$215,000, and to reserve fund \$90,888.80, bringing that fund up to \$150,000. The board consider it advisable to carry forward a substantial sum in view of the fact that certain securities held by the Bank have not yet been realised. Owing to the expressed wish of a large majority of shareholders, a call of 24 pence per share has been made, such call to be payable on 1st July next, in order to provide us with additional paid up capital. I do not think there is anything I can usefully add, but before proposing the adoption of the report and accounts, I will be glad to answer any questions in my power.

There were no questions and the adoption of the report and accounts was carried on the motion of the chairman seconded by Mr. Wright. Mr. Haskell proposed the re-election of Messrs. Lowe and Bingham as auditors.

Mr. J. E. Joseph seconded, and the motion was carried.

Mr. Harding proposed, and Mr. Haskell seconded, that Mr. Hon. C. B. Stuart Wortley, K.C.M.P., be re-elected to the London committee.

Mr. C. Ewens was re-elected to the Hongkong board, on the motion of Mr. Ellis Kadourie seconded by Mr. Wright.

This was all the business.

THE WRECKED "ALTA"

NOW IN DOCK.

16th inst.
The s.s. *Taming*, Captain Outerbridge, which arrived here on Saturday, brought up in tow the American bark *Alta* which was wrecked on Naic Reef in the great typhoon of September last, and which was subsequently got off and taken to Manila. The s.s. *Taming*, after taking the *Alta* in tow, left Manila on Tuesday afternoon, and arrived safely at Hongkong with her tow on Saturday morning, after a very fine and entirely successful voyage, everything going on as planned. The *Alta* for the tow up a Chinese crew had been placed which the *Taming* took down on her last voyage, and which, owing to the alien immigration law of Manila, was not allowed to land, and was immediately transferred to the *Alta*. This vessel is now in the Kowloon Dock where she is undergoing thorough repairs. The *Alta*, it will be remembered, was the cause of considerable litigation between the salvage people and the owners.

FATALITY AT CHEK-WAN.

16th inst.

News was brought to town last night, that yesterday morning on the arrival of the s.s. *Sin Cheong*, that vessel being unable to get near enough to shore to land her passengers, a junk came alongside and took the latter off. But apparently the junk was over-crowded, for before she had proceeded far from the vessel, she suddenly heeled over, and before she could be righted she capsized, throwing the occupants into the water. The majority of them, numbering some hundreds, were picked up by other boats in the vicinity but eight of the passengers were reported to have been drowned, their bodies not having been recovered. The report did not state whether the drowned persons were men or women, nor whether there were any children among them. It is reported that the disaster was due to the efforts of a gang of pirates to board the vessel. Many of the female passengers were making lavish display of their gold ornaments and attracted the attention of a pirate craft in the vicinity. Their cupid being aroused, the pirates rowed alongside, and attempted to climb on board, in their excitement the passengers stampeded to the opposite side of the boat which heeled over by the weight of numbers and capsized. As most people are aware these pirates infest Chekwang during festival seasons and pilage wherever they can find booty to reward them. It is the same on shore, where robbers "hold up" defenceless women and children in the light of day, and no effort seems to be made by the authorities to suppress this lawlessness on shore and on the river.

SINGAPORE CHINESE AWAKE.

PROPOSED TEACHING OF MANDARIN.

The "Young China" patriotic movement appears to have struck Singapore in earnest at last. A plan has been adopted by the leading Chinese of Singapore to commence on a large scale the instruction of the Chinese boys of the city in the Mandarin dialect. The plan appears to have passed the preliminary stages and to be well on the way to a successful issue. It is no indication of a tendency to exclusiveness on the part of our leading Chinese, however, for it includes, we (*Eastern Daily Mail*) understand, provision for instruction in English as well as in Chinese. The plan is practical and progressive and deserves the liberal support which it is receiving. The congested condition of our schools has been little short of scandalous, a condition which will be to a very large extent relieved by the enlarged educational facilities now proposed. The system of exacting school fees, now in use in even our so-called Government schools, tends to create a privileged class which will possess the education as well as the wealth of the Colony. The present plan is to establish a free system of education which will be suited to prepare Chinese boys for either a literary or mercantile career. It is democratic and is certain to be popular.

According to official reports, says the *Nan-fang-pao*, it is stated that during the period from the 20th of the 10th moon of last year to the 13th of the last moon, the total number of Russian officers withdrawn from Manchuria is 2,216 and the total number of troops 42,866. Of these, 650 officers and 49,745 troops did not return to Russia, but were transferred to Vladivostok and Ussuri.

THE GOVERNOR'S COOLIES IN TROUBLE.

REQUISITES OF GOVERNMENT SERVANTS.

17th inst.

This morning a most unusual sight was seen at the Magistracy when the entire gang of His Excellency the Governor's coolies, numbering eight men, clad in their red uniforms, with the white crown on their sleeves, were led into the compound of the Central Police Station, all looking very penitent, preparatory to being removed to "serve time," should their fines not be forthcoming. It appears that on Sunday last they accompanied H. E. Sir Matthew Nathan on a journey to Tai Po, in the New Territory. On arrival at their destination they felt very thirsty, and not being of the common class, but Government servants, refused to take tea, but thirsted for something stronger, samshu. They had no money to purchase the wine, so they repaired to the hill and asked for samshu. They were told that if they had money, the wine could be purchased, but there was no samshu to throw away! At last they got into such a rage—the idea that a Government servant should be refused a drink—that they became very disorderly and commenced to knock the excise men about. This was not sufficient, for they rushed into the marshes and turned things topsy-turvy, not forgetting to smash anything that was of any value. An exercise of police force was sent to the Tai Po Police Station and reported the matter to the Magistracy. The police arrived and found the "Government servants" attempting to demolish the marshes, and took the gang in charge. They were lodged in a cell until this morning, when they were paraded before the New Territory magistrate at Tai Po to answer charges of disorderly behaviour and damaging property. They were fined \$3 each, with the option of twenty-one days' hard labour. They were brought over from Tai Po this morning. After some little time they were removed to a private room, where the red uniforms were removed, and the gang entered the gates of the Victoria Gaol to do time for their little amusement at Tai Po on Sunday. The uniforms were gathered in a bundle and sent to Government House.

DEFECTIVE MORTAR.

BUILDER SHARPLY PENALIZED.

17th inst.

At the instance of Mr. J. Hutchings, of the Public Works Department, Fung Chun Yuen, of No. 5, Old Bailey, was charged with using bad mortar in erecting houses in Des Voeux Road West, on 10th March. The defendant admitted that the mortar was defective, and said that it was the fault of his *jakis*. He had lately gone to more expense and engaged a European foreman. The complainant stated that, on 10th March, he took samples of the mortar from the works. Bricks were made from the mortar and at the end of fourteen days three bricks were tested. They stood a strain of 10 lbs., 11 lbs., and 12 lbs., respectively. Twenty-eight days later another three bricks were again put to the test and they only stood a breaking strain of 5 lbs., 1 lb., and 1 lb. His Worship imposed a fine of \$250, with the alternative of three months' imprisonment.

A DISPUTED ACCOUNT.

REFERRED TO THE SHROFF.

17th inst.

In Summary Jurisdiction this morning, before His Honour Mr. A. G. Wise, Puisne Judge, the case of Ma Chin and Li Cheung versus the Kwong Yung Ling fund, was called on for hearing.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, and Mr. R. Harding, of Messrs. Ewens, Harston and Harding, appeared for the defendant.

Mr. Gardiner said that the matter had been referred to the Court shroff, and the latter found \$85.90 due.

Mr. Harding: But I cannot agree to that, my Lord.

His Honour: Then it is not much use referring it to the shroff, it seems to me.

Mr. Harding said that \$94 was paid in cash and notes to plaintiffs, and that would do away with the claim.

His Honour: Why did you not produce this evidence before the shroff? That was the point in referring it to the shroff.

Mr. Harding said he did not know that the attorneys for the parties had to appear before the shroff.

His Honour: Certainly, that was the reason for making the order referring the matter to the shroff. What was the use of placing books before him with no one to explain them to him.

Mr. Gardiner said that the parties were present.

Mr. Harding remarked that he thought the books given to the shroff to see if he could find any reference to payments in rice, but he said he did not find any. The plaintiffs had not shown any receipts for rice, and he submitted that therefore there was a balance in favour of the defendants. The item of \$653 included a claim for rice and he could produce evidence to prove that the payment of \$500 was made in cash and notes.

His Honour: Well, then, I shall refer the matter back to the shroff, and you had better both arrange to be present.

CLAIMS FOR MONEY LENT.

"UNABLE TO ATTEND."

17th inst.

Before His Honour Mr. A. G. Wise, Puisne Judge, sitting in Summary Jurisdiction this morning, Prem Singh sued F. A. Norobah for the recovery of the sum of \$430, due by defendant on a promissory note for \$500 and \$300 respectively and costs.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, the defendant not being present in person or represented.

Mr. Gardiner said that the plaintiff was sick and unable to appear, and asked that the case stand over.

His Honour said the case had better stand over till Monday to enable plaintiff to prove his claim.

"FOR THE COLONY'S GOOD."

Mr. R. Gardiner then appeared for Issar Singh who sued the defendant in the last case for the recovery of \$53 being the amount of money lent by the plaintiff to defendant.

The defendant was neither present nor was he represented.

His Honour: (looking at the note) I see you have another assignaure to this note—one Rochal Mr. Gardiner:—Yes, my Lord, but the plaintiff informs me he has left the Colony.

His Honour:—For the Colony's good, no doubt. Does anybody know anything about this man Rochal?

Mr. Gardiner:—I believe the Police want him.

His Honour: I thought so. Of course I cannot recognize Rochal in the matter as the note is not made out "we jointly and severally promise to pay."

The plaintiff was called and proved his claim, and judgment was entered for him for costs against F. A. Norobah.

SANITARY BOARD.

17th inst.

The usual fortnightly meeting of the Sanitary Board was held this afternoon in the Board room.

MARKET PRICE LISTS.

The following questions were asked by Mr. Shelton Hooper, and replied to by the Hon. the President as follows:—

1. Is the price list of marketable commodities which appears weekly in the newspapers and which is signed by the Inspector of Markets obtained and published by the authority of the Board?

No. The custom of issuing a weekly statement of market prices, signed by the Inspector of Markets, has existed since 1867, which is many years before the Sanitary Board came into existence.

2. If not, by whom is the inspector authorized to obtain and publish it?

The authority, no doubt, came from the Government, originally.

3. Is the information paid for by the newspapers, or are the newspapers paid for publishing it?

No.

4. If so, how much is paid and by whom?

I understand that the guild of poultry dealers pays \$2 a month to one of the newspapers for copies of the list, so far as it relates to poultry and game.

5. How does the inspector obtain the information?

By inquiry at the various stalls.

6. Is a copy of the price list as published supplied to the stall-holders?

Only to the dealers in poultry and game.

7. If so, do they pay anything for it, and how much?

Only so far as stated in answer 4.

TO REMOVE NIGHT-SOIL.

An application was submitted by Shum Sun, for permission to be allowed to remove the night-soil from the European and Eurasian houses at Lam Tsai Tsui, at a charge to the householders of \$1 per mensem per house.

Mr. Shelton Hooper said he was in favour of the work being done by Government, as it is done at the Peak.

Mr. Hewitt was of the same opinion.

Mr. Lau Chu Pak, in a long minute, recommended that the application be refused, saying that the Board should not favour one individual against hundreds of others.

The Hon. the Registrar General minutes: What are the night-soil men paid? Their side of the case should be heard.

TO PURCHASE A CEMETERY.

Ko Chi Woo submitted an application for the purchase of a burial site, 36 feet long by 30 feet wide, in Mt. Caroline near old Section A, stating that it had not been used for interring for seven or eight years.

The Chief Inspector minutes that he could not recommend this as the space was limited, but that he could have 80 feet square in section B.

The Hon. the Registrar General minutes: Is not the land near Aberdeen set apart for a cemetery of this kind where space for family vaults can be purchased?

Mr. Hewitt thought the application should be refused.

The Secretary submitted an extract from the minutes of a meeting of the Board held on the 2nd May, 1901, whereby it was agreed that it would be unwise to permit any further sales of land within the present cemetery limits, the Board being of opinion that when the Praya Reclamation scheme is carried out, and Leighton Hill and Caroline Hill removed, the neighbourhood of Mt. Caroline cemetery will be required for building sites, and therefore it was advisable to discourage, as far as possible, any further interments in this cemetery.

OVERCROWDING.

A return relative to the over-crowding during January, February and March, 1906, was submitted, showing that in January 282 persons were displaced as a result of prosecutions in respect of overcrowding in Victoria, 126 in February, and 186 in March.

Mr. Lau Chu Pak minutes: It would be interesting to know where the persons displaced have shifted to.

Mr. Fung Wa Chun minutes: I suppose they have gone out of the Colony.

EXAMINATION OF FOOD AND DRUGS.

The Government Analyst submitted his report on samples examined under the "Sales of Food and Drugs Ordinance, 1896," for the quarter ended March 31st, 1906. This showed that nine bottles of milk, four of whisky and four of rum were analysed, and all were found to be genuine.

CONTACTS IN PLAGUE CASES.

Mr. Lau Chu Pak, having given notice, asked the following questions, to which the Medical Officer of Health replied as under:—

1. Under what bye-laws have contacts, or persons living on the same floor with a plague patient, been compelled to strip off their clothes and wear those provided by the Sanitary Board?—Bye-law 4 of the bye-law governing "Disinfection of infected premises," contained in schedule 6 of the Public Health and Buildings Ordinance.

2. Is it

THE MORPHINE SEIZURE.

\$17,000 WORTH OF THE DRUG CONFISCATED.

At the Magistracy this morning, Mr. F. B. Deacon, of Messrs. Deacon, Looker, and Deacon, applied to Mr. F. A. Hazled, J., for an order to confiscate the Opium. In the eleven cases of the morphine that were seized at Kowloon on March 6th and 7th, reported in our last issue.

Mr. Deacon said that in all there were eighteen cases seized, seven of which are claimed by Mr. John Hastings, for one Chang Fat Wah.

Evidence was heard on the posting up of notices at Kowloon and at the Police Court relating to the seizure.

Mr. Hazled said that as there was no claimant for this portion of the drug, he would issue the order for the morphine to be forfeited and delivered to the Opium Farmer.

PRACTICAL SANITARY SCIENCE.

EXAMINATION FOR INSPECTORS OF NUISANCES.

At the examination held by the Local Branch of the Royal Sanitary Institute in practical sanitary science and for inspectors of nuisances on 18th and 20th instants, the following candidates were successful:

In Practical Sanitary Science: Hubert John William Gully, Henry Edward Goldsmith, and Arthur Robert Taylor Raper.

For Inspectors of Nuisances: Daniel Joseph O'Halloran.

The gentlemen forming the board of examiners were: Hon. Mr. W. Chatham, Hon. Dr. F. Clark, Hon. Mr. D. F. Pollock, Dr. W. W. Pearce, Mr. A. B. Ouch, Capt. Shinkwin, A.S.C., and Mr. Alfred Carter (Moderator).

CANTON-HANKOW RAILWAY.

SPECIAL COMMISSIONER AT CANTON.

TAOTAI YUEN'S INJUNCTIONS.

[From Our Correspondent.]

Canton, 19th April. Special Commissioner Taotai Yuen met the Committee of the Chamber of Commerce at the Kwong Chi Hospital the day before yesterday, and discussed with them for over two hours the question of the Canton-Hankow Railway and the differences between officials and merchants. He dwelt most of the time on the importance of the undertaking and of the necessity of working in harmony. He deprecated any hasty action and said that his suggestion that required much serious consideration. In the meantime he hoped that the merchants would give him every assistance in bringing the difficulties to a satisfactory termination.

The Tartar General entertained him to dinner the same evening. It is understood that Yuen has numerous emissaries who frequent all points of the city and discuss the questions at variance in order to gather information and gauge the temper of the people.

CHERKOV SHUM AT WAICHOW.

MILITARY EVOLUTIONS.

CHINESE GENERAL CASHIERED.

[From Our Correspondent.]

Canton, 19th April. Vice-Chief Shum is roasting the delinquent officials at Waichow. On the 16th inst. he inspected the parade ground and ordered the troops to be put through various evolutions and an exhibition of rifle practice. At the conclusion he expressed his dissatisfaction at the manner in which the manoeuvres were carried out and cashiered General Wong, who was in charge of the military district. The cashiered Brigadier Lo, and promised to recommend him for promotion.

TRAGIC DEATH IN YOKOHAMA.

WELL-KNOWN FOREIGNER DROWNED.

The death is reported at Yokohama, under the most tragic circumstances, of Mr. A. T. Knapp, brother of Mr. A. M. Knapp, Editor of the *Japan Advertiser*. The *Japan Herald* states that on Wednesday morning, about seven o'clock, the body of a foreigner was discovered floating in the water near the Kame-no-hashi. It was removed from the water and taken to the police-station, where a medical examination showed that life had been extinct for at least two days. There was a bad bruise on the head, but all the evidence pointed to death being caused by drowning. On the body were found some letters addressed to Mr. A. M. Knapp, and the body was subsequently identified as that of Mr. A. T. Knapp.

The deceased, says *The Herald*, who was for some time connected with the *Japan Advertiser*, was a man of brilliant talents. As a musician, although he never performed in public, he had great ability, and his theoretical knowledge of the art could hardly be excelled. The many able criticisms of local concerns that have appeared from his pen in the columns of the *Advertiser* bore witness to his knowledge. Mr. A. T. Knapp was a graduate of the University of Cambridge, and he graduated with honours. Under other circumstances his high abilities would have made him conspicuous. As it is we can only regret that his career has been cut short by his untimely death.

THE SALE OF CAPTURED STEAMERS.

BRISK BIDDING.

Fifteen of the foreign steamers captured by the Japanese Navy during the war are now offered for sale by public tender. It is stated that prospective purchasers are more plentiful than was expected. A number of foreigners in Kobe and Yokohama are making tenders, and it is expected that the steamers will fetch higher prices than were at first estimated by the authorities. Among the chief bidders are the Mitsui Bussan, the Hokkaido Colliery Railway Company, the Nippon Yusen Kaisha, and the Osaka Shosen Kaisha. The Hokkaido Colliery Railway Company, contemplating the establishment of a steamship company for coal transport, after their railway is purchased by the Government, are endeavouring to purchase several of the steamers.—*Japan Chronicle*.

JAPANESE FINANCE.

CRITICISM OF THE FINANCE MINISTER.

Mr. Sakatani, Minister of Finance, speaking at the meeting of the Japan Silk Association, remarked that the amount of national loan bonds in the hands of foreigners is roughly estimated at 1,300 million yen, and the annual interest payable would amount to more than 60 millions. This was by no means a light burden for the country, he continued, but in the silk trade were developed in future to such an extent as to double the present quantity of

export—computed at 100,000 bales—the refunding of Japan's liabilities abroad would not be found so difficult as was imagined.

The *Nichi-Nichi*, commenting on the remarks of the Minister of Finance, says that if this statement is nothing more than an expression of his personal hopes it may be passed over unnoticed, but if he really believes that what he says will actually come to pass, the statement must not go unchallenged. It is not improbable that the exportation of raw silk may reach 2,000 bales, but it must be borne in mind that, with the increase of exports, imports will also increase. It is contrary to theory and practice that while one branch of trade progresses, the other should remain stationary. In the earlier years of Meiji, as Mr. Sakatani says, nobody even dreamed of the prosperous condition of the silk trade which now exists, but, with the increase of exports, imports have also been considerably augmented—the latter almost invariably showing a preponderance over the former. Even if the export of raw silk develops into the flourishing state as suggested by the Minister of Finance, his expectations as to the paying-off of the debt by this means are not likely to be fulfilled, for the simple reason that the growth of imports will keep pace with the growth of exports.

There is a class of men who argue, continues the *Nichi-Nichi*, that the annual exodus of a large amount of specie in repayment of debt would reduce the volume of currency, force down the price of commodities, and will have the effect of encouraging exports while keeping down imports. Theoretically this may be sound, but the critics have evidently forgotten to examine the other side of the shield. If this argument is correct, why does the tide of Italy show an excess of imports over exports annually, and similarly with Spain and Portugal? If the theory that the trade of a debtor country tends towards more exports than imports is the common denominator of the currency, the most of them I either have heard of or I feel it from the Yukuba. In five villages it is given out by us on certain days. In three villages every week 300 hot meals are served out to poor children. In one month over 1,000 poor get from 1 to 3 sh. of rice. Lots of old and new clothes have been given away. In Fukushima from my own house some 100 people get rice, tickets for which I give to the Chief of Police. The poverty in this town is dreadful, and it is for this I can ask for help.

The revised gentleman mentions that Ys. '07 has been contributed to his fund, for which he thanks his friends, and of this sum over Y500 has been contributed from Kobe, including Y225 from the Oriental Hotel subscription among guests and Y225 from the Rising Sun Lodge of Masons.

Subscriptions to the Famine Fund received by the Famine Relief Society in Tokyo amount to Y173,700 up to the 12th inst. Of this sum, Y68,995.40 had been forwarded to the famine districts up to the 8th inst.

THE NEW JAPANESE PETRO-

LEUM COMBINE.

A DIRECTORATE OF OLD MEN.

A general meeting of the shareholders of the Nankoku Soku Kaisha (North and South Petroleum Company), which has been recently floated, is called for the 31st inst. in Tokyo. The purchase of oil-wells in the Hokkaido, Aomori Prefecture and Formosa, and the members will be discussed. One of the promoters of the concern, Mr. Asano, a well-known Tokyo merchant, was recently interviewed by the *Osaka Shimpu*, and made the following statements in reference to the enterprise:

"Everybody proclaims the necessity of furthering Japanese commerce and industry as a post bellum undertaking, but how many people are there who have a definite plan for carrying out this popular desire? In my opinion, quick and cheap travelling and transport is the most important factor to attain the desired object. If the price of coal—which forms the largest item of commercial expenditure—continues at the present high figures, the development of industry and commerce will be impossible. The original plan of the Toyo Kisen Kaisha (of which Mr. Asano is President) was to ship Japanese coal to South America to compete with Australian coal, which has monopolised the market for years. But the question of the coal price is being profitably imported from India and Australia. My intention now is to ship cheap coal to San Francisco and import it to the Japanese Empire for steam fuel. A contract has been signed guaranteeing the importation of the oil for a term of ten years.

"Nothing can be more urgent in this country than the increase of coal production. Last year I made inquiry whether there was any prospect for the shipment of coal very poor in Kyushu, and found that all the coal-fields there had fallen into the hands of the financial magnates—the Mitsu, Iishi, Mitsu and Prince Mori—leaving no room for others. I then made investigations in the Hokkaido, where there are rich deposits of coal, and the future of the Hokkaido Railway and Colliery Company is very hopeful. The company's system, however, is very old, and the harbour at Oshima, the most important port of coal, is in a very poor condition with a number of fires. I have decided to work three coal-mines in the province of Ishikawa, where a harbour is to be constructed at the estimated cost of Y5,000,000 and a railway from the mine to the harbour. Steps are now being taken for the commencement of these works, which will be under the control of the Ishikawa Colliery Company, recently formed with a capital of Y10,000,000, entirely to be subscribed by the promoters. The loan of Y10,000,000 is now being negotiated, and the foreign capitalists who propose to advance this money are doing so on condition that they be given shares in the company.

Mr. Asano remarked that, in promoting the company, a new idea was adopted—fifteen gentlemen were appointed promoters, of whom it was decided five should be men of over 70 years of age and ten over 60. The five over 70 could be trusted, but only nine over 60 could be obtained, and Mr. Asano, aged 59, was admitted to complete the board. The object of this plan is to disabuse the Japanese of the ancient idea that a man over 50 years ought to retire from business and live quietly. They wanted to show how capable old men are.

Investigations show, continued Mr. Asano, the existence of rich oil-fields in Formosa, the oil fields and around Peking, and they have decided to form a company to work these. The development of industry, however, is impossible without cheap labour, but when the kerosene industry is fully developed in this country, which is rich in oil, cheap power for driving engines can easily be obtained.—*Japan Chronicle*.

WORK IN THE FAMINE DISTRICTS.

FUKUSHIMA MISSIONARY'S FUND.

The work that in the past few months has been done is still being done by the relief committee in the famine district reflects credit not only on the workers themselves but on the foreign residents in Japan, a very large number of whom have contributed generously to the various funds. The suffering that is still borne by the people must be very great. The *Japan Chronicle* says:—In the removed districts it must be terrible beyond description, to be alleviated only by a supreme and generous effort on the part of the world. Not only in the hill districts but in the towns there is much suffering, with which the foreigners in the treaty ports can be used to advantage. Among those who are working in the towns and urban districts is the Rev. W. H. Smart, to whom has been contributed a considerable sum of money which has been expended in relieving the poor in the city of Fukushima and district. Below we publish a letter from Mr. Smart, giving particulars of his work, and

which for several other reasons is well worth reading. Mr. Smart says:—

"You will be glad to know things are looking much brighter, and although even now there is much poverty the people are beginning to work on the land. One sees this everywhere except the hill districts, where the snow is still deep but melting fast.

"Those interested in helping the sufferers in the famine districts have, with the kind and generous contributions given to them to distribute, been able to do much everywhere to help feed and sustain the people in their affliction and to further help them, although now in a much less degree, but think we ought to think twice before we ask for further large sums from America and Europe. Much money and food-stuff is already in the country, much on the way, with still many willing residents in the country who will feel it a duty and pleasure to contribute again to help the poor folk of the North.

"We have been paying all our attention to the interior in the famine district, but we have had to learn that in some of the large towns there is indeed also much suffering and poverty through the famine. I feel I can plead for them, for I have been making special investigation as to the condition of these people, and I have seen cases equally in need of help with those in the famine district. At the request of some official I have opened relief work in this town, and am able to see some cases for myself. I want a little more money to carry out this desirable and helpful work, and any further help you can give me or induce others to give I shall be grateful for on behalf of many very poor people.

"I began in a very humble way with one village, but my friends came to my help with liberal donations, until I am now assisting in the work of the famine villages in the most of them I either have heard of or I feel it from the Yukuba. In five villages it is given out by us on certain days. In three villages every week 300 hot meals are served out to poor children. In one month over 1,000 poor get from 1 to 3 sh. of rice. Lots of old and new clothes have been given away. In Fukushima from my own house some 100 people get rice, tickets for which I give to the Chief of Police. The poverty in this town is dreadful, and it is for this I can ask for help.

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POLICE PAY IN SINGAPORE.

ABSURDLY INADEQUATE SALARIES.

Government has taken an economical turn, for which most of us should be thankful. Better late than never! But the poor European constable can hardly be expected to be satisfied with the receipt of less pay than that given many a Eurasian Government official. Municipal employees, who are accustomed to live on half what a European ordinarily spends. The pay of the European constable now figures out at about \$70 a month. It is our opinion, says the *Eastern Daily Mail*, that a European who cannot secure \$150 a month is out of place in the Far East and ought to be shipped home at the expense of his Government, if he is not able to pay his own passage. Notwithstanding the evenness of our temperature, the cost of living is much greater in Singapore than it is in Europe. The American has recognised this fact and is paying larger salaries in the Philippines than are given in America. When the writer was in Manila some five years ago, the American constables were receiving £15 a month and free quarters; whereas the customary pay in America for similar services is from £10 to £12 without free quarters. We have been informed that the pay of the Manila police has since been raised to £20, the force being a total of 12,000. The fact is, notwithstanding the absurdly inadequate pay given our hardworking constables, the salary of our higher officials, as we have previously pointed out, is ridiculously high. Men who would get in business houses from \$50 to \$400 a month are drawing under Government and the Municipality from \$600 to \$1,100, the wages of a European constable for a whole year. Is this justice? We regret it appears to us a decidedly unjust and impolitic policy. It is remarkable that our Police keep as honest as they do, considering the opportunities they have for making money dishonestly and the absurdly inadequate pay granted them. It speaks exceedingly well for the morale of the Force, but the time seems to be at hand when the importation of new men will be necessary, and it cannot be expected that they will maintain the excellent record of the present Force. With the examples which they have before them of enormous salaries granted for mere clerical work in other departments of the service here, it is not to be expected that a spirit of content and of pride in their position, which is essential to first-class service, can prevail.

COMMERCIAL.

YARN MARKET.

In their report dated 20th instants, Messrs. Philpotts & Co. write:—"Scapagon" will be the proper word to put China market in a nutshell. Politically and diplomatically, and even as regards the ancient Missionary element, China has been made a scapegoat from time immemorial. Now, for a very long time past we have seen and commented upon this "scapegoatism" (to coin a convenient reference to the yarn and piece-goods line). China market is not allowed to think and act for itself, speaking from the course events have been taking for a considerable time past. Bombay and Manchester and Lancashire have been doing the thinking for the China market. People on the spot are, so to say, mere on-lookers. Lancashire has always its eyes on Bombay.

In the past it has made many attempts, and only recently a huge effort was put forth to invoke the aid of Imperial Legislation and an actual deputation of Lancashire spinners waited upon the new Secretary of State for India, Mr. Morley, who has hitherto loomed large, and most worthily so, in the eyes of the people of India as a scholar and historian and thinker, to bring some relief to the poor, hard-worked operatives of Bombay Mills (as Lancashire puts it out of sheer philanthropy) by curtailing the working hours in Indian Mills. Bombay mills are having a boom, the like of which they never saw before and might never see again. Bombay manufactures and sells, and buys and re-sells, and sends out to China continued shipments, and, in consequence, the perpetual refrain all along has been congestion, over-trading, inter-selling, re-exportation, and commercial dyspepsia, whether it be Hongkong or Shanghai or the Northern Ports, or Japan, all joining in the chorus. Hongkong is growing under the heavy weight of accumu-

lated stocks and has been sending forward large parcels to Shanghai only to relieve herself and distress her neighbours. Shanghai's cry is echoed by the far northern ports of Newchwang and others. Canton and districts are threatened with scarcity, if not actual famine, by reason of her first rice crop, half reaped, having been completely ruined by torrential rains. Locally, dealers are conspicuous by their absence, the same rains having interrupted functions and detained them there. Importers are free sellers even at a decline of one dollar, but the response falls short of their calculations, and the demand anticipated in our last has not been seen.

The sales reported in this circular are not to be taken as indicative of any free desire on the part of Chinese dealers to operate, but are, almost all of them, forced on their acceptance. Many of these dealers acquiesce mainly because they are hoping to see a renewal of activity before long.

Market closes steady.

No. 207.—This account covers almost two-thirds of the aggregate sales reported to-day. Prices in some instances show a decline of about fifty cents.

No. 168.—Only one thread of this count changed hands at last month's rate.

No. 122.—Out of favour, small parcels here and there fetched a dollar lower.

No. 104.—Out of favour. Sales insignificant. Prices declined a dollar.

No. 8.—No business is reported in this count.

No. 65.—Sales of only two threads at current quotations.

Sales during the past fortnight comprise of about 30 bales of No. 65; 115 bales of No. 105; 165 bales of No. 122; 100 bales of No. 168; 1,180 bales of No. 207; in all about 1,790 bales.

Arrivals per steamers *Kaitang* and *Araon* (from Calcutta), and *Delhi* (from Bombay) of about 1,090 bales for this port, and about 18,345 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 16,500 bales (made by both importers and dealers).

Unsold stock is estimated at about 71,000 bales.

Uncleared stock is estimated at about 50,000 bales.

Local Yarn.—No business is reported.

Japanese Yarn.—Nothing doing.

Cotton.—Sales are reported of about 260 bales at \$24 to \$25 per picul.

Exchange.—We quote to-day as under:—

India T. T. at Rs. 133 1/2 per cent.

Demand " " Sh. 154 1/2

London T. T. " Sh. 20 1/2

Demand " " Sh. 20 1/2

Shanghai T. T. " Sh. 11 1/2

Silver " " Sh. 29 1/2

RAUB GOLD MINE.

GENERAL MANAGER'S REPORT FOR MARCH.

The mine measurements and assay results of prospecting work show a total of 339 ft. for the period (4 weeks) under review; made up of 18 ft. sinking, 114 ft. driving, 5 ft. rising, and 202 ft. crosscutting; as against a total of 3 1/2 ft. for the previous four weeks.

MINES.

15 ft. Kom-n.—14 Level, North Drive.—Here 15 ft. has been driven, making the total 125 ft. The lode 57 in. wide is worth by assay 2 1/2 dwi. per ton.

40 Level, South Drive.—This has been driven 11 ft., bringing the total to 135 ft. The lode, 40 in. wide, assays 4 dwi. per ton, showing an improvement over the average value.

In this end a rise has been started to communicate with the 340 Level. The 340 Level, 5 ft. has been risen, and we expect to connect early in the month.

340 Level, South Drive.—To this has been added 11 ft., making a total of 239 ft. The lode, 30 in. wide, assays 2 1/2 dwi. Driving has been suspended and the men transferred to the 340 Level, where it is expected to intersect the continuation of the hanging wall branch recently worked on the 240 level.

240 Level.—Driving on the bunch of ore in the crosscut west opposite the shaft has been taken 13 ft. in the month, making a total of 13 ft., and the south 11 ft., making a total of 24 ft. The lode matter assays 50 in. wide and worth 5 1/2 dwi. per ton. The latest results from these points have been very low, and driving has been stopped. The crosscut has been restarted to provide waste for filling.

Crosscutting for stoppelling.—148 of this work has been done.

Stopes.—The following stopes have been in operation, above the 440 Level, 1 Lode 83 in. wide, and worth 4 1/2 dwi. per ton.

Above the 340 Level, 2 Lode 97 in. wide, and worth 5 dwi.

Above the 240 Level, 3 Lode, 94 in. wide, and worth 5 dwi.

10 Level, Crosscut W.—This has been extended 13 ft., making a total of 214 ft.

No. 2 Level.—To further prove the arc shoot, a winze about 40 ft. south of the No. 2 shaft has been started and sunk 3 ft. The lode at the bottom is 24 in. wide and assays 7 dwi. per ton.

In the slope above the No. 2 level the lode averages 54 in. wide and worth 5 dwi. From this 116 tons have been broken and put through the Huntington mills.

"STOPE" MINE.

60 Level, Drive South.—This end has been advanced 29 ft., making a total of 80 ft. The lode, 43 in. wide, assays 8 dwi. per ton.

100 Level, Drive South.—Here 21 ft. has been driven, making the total 70 ft. The lode, 54 in. wide, assays 3 dwi.

100 Level, Drive North.—This has been extended 17 ft., bringing the total to 130 ft.

The winze from surface has been sunk 15 ft., making a total of 47 ft., and has been connected to the 60 level. The average value of the lode for 36 in. wide is 10 dwi. Stopping has been started from this winze, taking out both hanging and footwall leaders, which gives a total width of 66 in., worth by assay 9 dwi.

The stope in the 60 Level carries a lode 72 in. wide, worth 4 dwi.

Stoppelling returns and cost sheet accompany this.

Milling Returns.—(4 weeks ending 24th March, 1906).

B. Kom-n.—Stamps working: 40.

Period of work: 28 days; less lost time 0 89 days for clean up and repairs.

Orn amalgam: Kom-n 3,005

Total amalgam: 1,600 oz., producing 60.05 oz. smelted gold.

Average yield per ton: 3.35 dwi.

value of fallings 0.37

No. 1 mill ran 10 days crushing 777 tons surface ore.

No. 2 mill ran 13 days crushing 116 tons surface ore.

Total tons crushed: 897.

Amalgam produced: 277 oz., producing 67 oz. smelted gold.

Average yield per ton: 1.66 dwi.

Total tons crushed: 4,478.

gold won 683.05 oz.

Average fineness 912.32

Yield per ton 3.07 dwi.

W. H. MARTIN.

LOCAL AND GENERAL.

A SINGLE mahogany tree in Honduras was recently cut into boards, which, when sold in the European market, realised over £3,000.

OWING to the illness of Inspector John Gault, Inspector Gourlay, late of the Central Station, has been transferred to No. 2 Police Station, Wanchai.

THE Russians are slowly evacuating, but they are concentrating along the Siberian railway, and constructing dozens of permanent godowns at Harbin.

OF the seven plague cases reported in the official return to-day six terminated fatally. The patients were all Chinese. Elgin Road contributed one case.

THE Russian destroyer *Perchik* was at Port Arthur on the 19th inst. This is the first Russian vessel to visit the port since the declaration of peace.

THE Shanghai Oil Company, Limited, has been successfully floated, and Mr. A. R. Murphree, manager of the Laou Kiung Mow Mill, has joined the board.

THE coxswain of the steam launch *Ting Po* this morning fined \$5, by Mr. F. A. Hazled, for failing to show his licence when called upon by the police to do so.

THE Shanghai Land Investment Company, Limited, gave notice of an extraordinary general meeting to be held on 25th inst. to authorise the issue of 25,000 new shares.

AT a directors' meeting of Messrs. Hall and Holtz, Limited, held on the 17th inst., it was decided to recommend a dividend of 12 1/2 per cent. and carry forward \$20,000.

MR. W. Murray Scott, manager of the Taikeo Sugar Refining Company, Ltd., left for home on Wednesday by the steamer *Empress of India*, on twelve months' furlough.

NEGOTIATIONS for a new Treaty relating to the fishing industry of Saghalien were opened on the 29th ultimo in St. Petersburg between the Japanese Minister and Count I amsdorff.

It is stated that Belgian, American and English capitalists have finally arranged for the construction at Tanoua near Moji of a big dock capable of accommodating twenty-thousand-ton steamers.

ON Monday next, the 23rd inst., at 5 p.m., a presentation of a Bellini Medal for life saving will be made on board the s.s. *Wing*, Chief to the Chief Officer of that ship, by Mrs. Barnes-Lawrence.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending the 31st of March amounted to 23,471.22 tons, and the sales during the period to 16,292.61 tons.

A S. MEWHAT unusual feature of the Summary Court weekly list dealt with by His Honour Mr. A. G. Wise, Puisne Judge, this morning, was the entire absence of any Indians as plaintiffs in cases for money lent.

BARON KURINO, accompanied by Lady Kurino, arrived in Hongkong on Monday morning to take up his diplomatic duties in Europe. It may be remembered that Baron Kurino was Minister to Russia when the war started.

It has been decided to establish a department in connection with the Waiwup for enabling its members to study the profession of international diplomacy. The Throne will be asked to grant its sanction to the proposed step.

TWENTY-SEVEN deportees from Singapore arrived in the Colony this morning by the steamer *Charterhouse*. They were promptly taken

Printed and Published by JOSEF PENRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 1, Lee House Road, in the City of Victoria, Hongkong.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." W. A. Valentine.
 "FATSHAN,"2,160 "....." R. D. Thomas.
 "HANKOW,"3,973 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "MEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,191 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

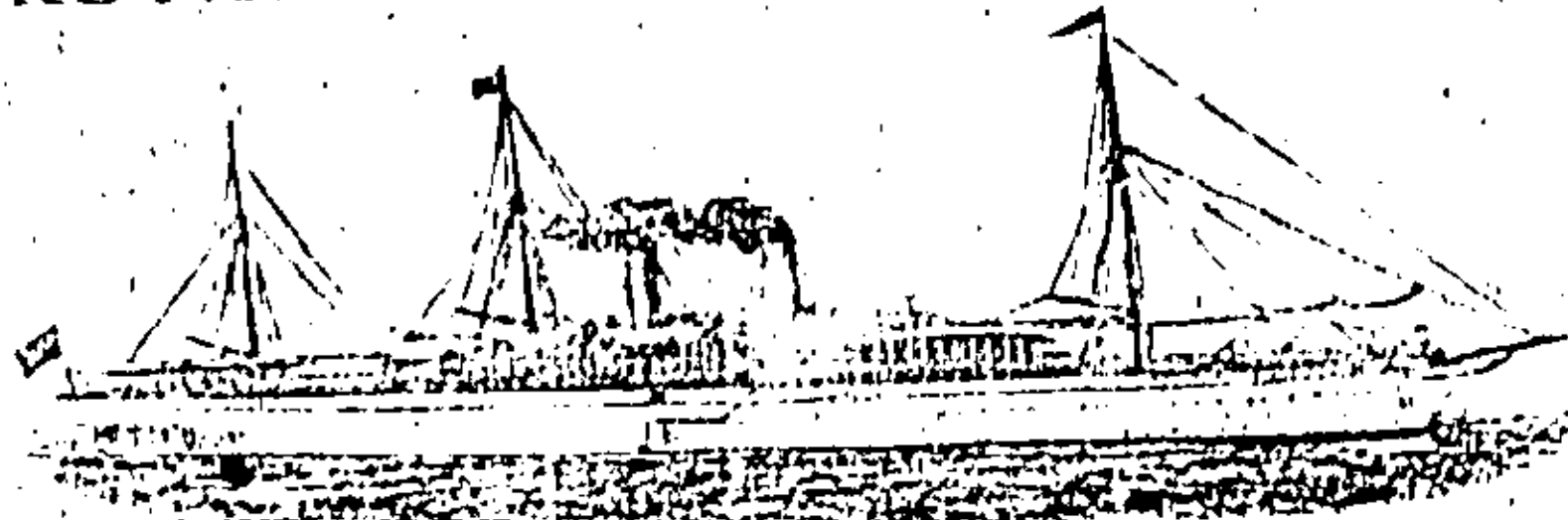
S.S. "SAINAM,"588 tons.....Captain J. Willox.
 "NANNING,"569 "....." C. Buchan.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samsui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samsui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific in the "Empress Line." Saving 3 to 7 Days Ocean Trial.
12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"MONTEAGLE".....5,500.....	WEDNESDAY, May 2.....May 26
"EMPEROR OF JAPAN".....6,000.....	WEDNESDAY, May 9.....May 30
"TARTAR".....4,425.....	WEDNESDAY, May 23.....June 16
"EMPEROR OF CHINA".....6,000.....	WEDNESDAY, May 30.....June 20
"EMPEROR OF INDIA".....6,000.....	WEDNESDAY, June 20.....July 11
"ATHENIAN".....2,440.....	WEDNESDAY, June 27.....July 21

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class.....\$114 St. Lawrence \$60. VIA New York \$62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40. \$42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Hongkong, 19th April, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

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PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA.....	HAVRE and HAMBURG.	26th April } Freight.
Peter.....	(Calling at S'PORE, PENANG & COLOMBO).	
SEGOVIA.....	HAVRE and HAMBURG.	2nd May } Freight.
Schoenfeldt.....	(Calling at S'PORE, PENANG & COLOMBO).	
ISTRIA.....	MARSEILLES and HAMBURG.	11th May } Freight.
Gintebrau.....	(Calling at S'PORE, PENANG & COLOMBO).	
O. FERD. LAEISZ.....	HAVRE, BREMEN and HAMBURG.	16th May } Freight.
Meyerdielcks.....	(Calling at S'PORE, PENANG & COLOMBO).	
SITHONIA.....	HAVRE and HAMBURG.	30th May } Freight.
Brehmer.....	(Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA.....	HAVRE and HAMBURG.	14th June } Freight.
Schmidt.....	(Calling at S'PORE, PENANG & COLOMBO).	
ACILIA.....	HAVRE and HAMBURG.	28th June } Freight.
Schuelke.....	(Calling at S'PORE, PENANG & COLOMBO).	
VANDALIA.....	NEW YORK.	10th May } Freight.
Hase.....	(Calling at SINGAPORE and PENANG).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 25th April, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 25th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
GNEISENAU.....	WEDNESDAY, 18th July.
HAYERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.

ON WEDNESDAY, the 25th day of April, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Capt. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 23rd April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th April.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61.00	\$42.00	\$32.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	61.00	44.00	26.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON ...	68.00	46.00	27.00
Return	123.00	83.00	49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 1st May.
WILLEHAD.....	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR.....	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	\$28.00	\$18.00	\$14.00	Return \$42.00	\$27.15
TO BRISBANE.....	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY.....	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.00	Return \$62.50	\$44.50
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96.00
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMER ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH.....	WEDNESDAY, 25th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON.....	WEDNESDAY, 9th May.
YOKOHAMA & KOBE	WILLEHAD.....	WEDNESDAY, 9th May.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	63.00
TO PARIS VIA CHERBOURG	65.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 14th April, 1906.

Antiminations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 96 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

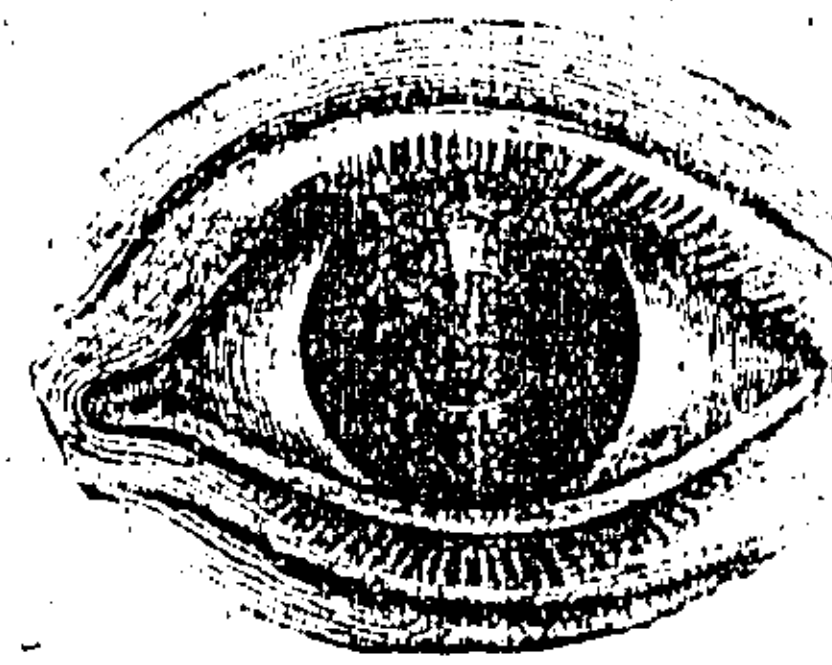
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebors, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SHANGHAI, SHUOING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP.....	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH.....	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG.....	JAPAN	Second half May	JAVA PORTS	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
 OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor,
 Hongkong, 16th April, 1906.

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KWONG SANG & Co.,
 No. 70 WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

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THE HONGKONG STUDIO.

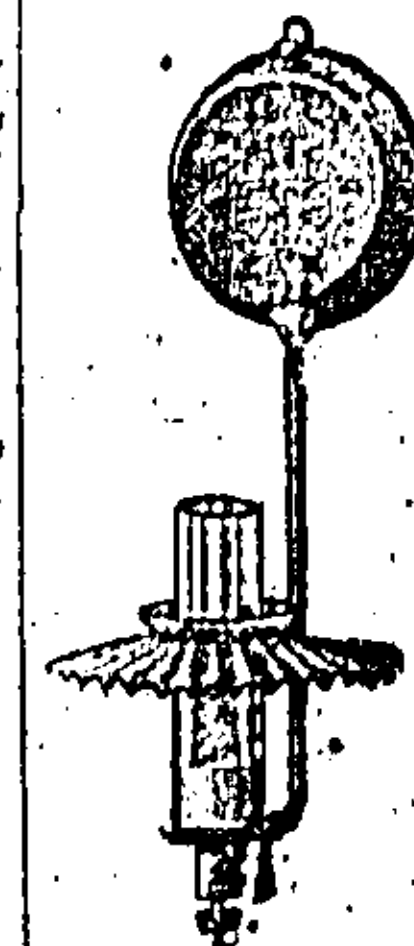
HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905

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FOR SALE.

WELSCH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,

100, Des Voeux Road Central.
 Hongkong, 10th April, 1906.

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Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

TO PREVENT MISTAKES

WHEN BUYING

WHISKY,

PLEASE NOTE THAT

OUR

CLUB No. 1

IS THE ONLY CLUB WHISKY

IN THE COLONY AT

\$18 per Case.

WE CALL IT No. 1 BECAUSE

IT IS SO IN

EVERY RESPECT

AND ALSO TO DISTINGUISH

FROM OTHERS.

GREGOR & Co.,

WINE MERCHANTS.

Hongkong, 25th October, 1905.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue, to any part of the world is 30 cents per quarter.

Singles Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 21, 1906.

KOWLOON-CANTON RAILWAY.

It is many weeks since the exclusive announcement was first made in the columns of the *Hongkong Telegraph* that, while the community was kept in ignorant bliss of the progress of the Kowloon-Canton Railway, work on the British section had actually been commenced at five different points simultaneously. We then detailed the main features of the work that had been taken in hand which, thanks to the personal direction of His Excellency the Governor, has since been carried on with commendable celerity. The report we were able to place before our readers was, of course, unofficial. So far as regards any official statement on the subject of the Kowloon-Canton Railway, the public has been kept perfectly in the dark. That negotiations for the acquisition of land along the track of the railway should be carried on quietly, lest land speculators might operate to the detriment of economical purchases by the Government, no one will question the expediency of the policy that has guided the course of negotiations beyond the stage of land purchase. Now, however, that the possible artificial difficulty which might have been created has been removed, the inhabitants of the Colony would be gratified by some official statement to be forthcoming concerning an undertaking wherefrom the people of Hongkong and the mainland expect great results. Beyond a stereotyped notification appearing in the *Government Gazette* to hand this morning of the appointment by His Excellency the Governor, under instructions from the Secretary of State for the Colonies, of Mr. Graves William Eves to be Chief Resident Engineer in charge of the Kowloon-Canton Railway, British section, the public have yet no official knowledge of how things are being conducted in reference to the railway. The unusual procedure has been adopted by the appropriation of funds towards the initial constructions without the formal sanction of the Legislative Council in meeting assembled, and as that body, by the Colony's Constitution, are the guardians of the purse strings of the Colony, it is to be hoped that an effort will be made by some unofficial member to obtain for his constituency the information which will be hailed with considerable satisfaction by the entire community.

THE SHELL TRANSPORT AND TRADING COMPANY.

REMOVED WITHDRAWAL FROM EUROPEAN MARKETS.

It is stated in the City, says the *Post Mail Gazette*, that the Shell Transport and Trading Company has decided to give up the European part of its business, to whom and for what account or for what reasons no one outside the directors and management can very well pretend to say; but as the company will in future work with greater freedom in the markets of the Far East, it is not unlikely that some arrangement has been made with the Standard Oil Company. The Shell Company, working through the medium of the General Petroleum Company (Ld.), has organized extensive petroleum distributing business in this country. Two of its most recently built storage installations are at Manchester and Barrow.

It is well known that a price-cutting war has been in progress for considerably over a year, and if some arrangement of the kind mentioned has been made this will most likely be terminated. The three leading competitors of the Shell Company are the Anglo-American Oil Company, representing the Standard; the Consolidated Petroleum Company, supported by Nobel and Rothschild; and the Homelite Oil Company, founded by Mr. Gukassow and Mr. Manascheff, two leading Baku producers and refiners.

THE half-back seized the ball and made a superb rush down the field. The crowd went wild, but, when the cheers of applause had subsided, it was apparent that the ball had not been "in play." "Oh, dear, what does he have to bring the ball back for?" asked one lady of another. "I'm sure I don't know," was the reply, "unless he's got an encore."

THE POOR SCOTCH.

It is agreed that the Scotsman is ubiquitous, but that he is a dangerous person is not generally conceded. On St. Andrew's night it is possible that the representatives of the northern section of Great Britain may become somewhat obstreperous, but their ability and far-sightedness are seldom called in question. It has been left to the Royal Society of St. George to discover that Scotsmen are not what they seem. And that Society seriously objects to the character and personnel of the new Ministry. "Our Society," says the journal of the Royal Society of St. George, "was formed to encourage and strengthen the spirit of patriotism amongst all classes of Englishmen, irrespective of creed or party, and to further English interests generally. Keeping these objects steadily in view, we have never meddled with party politics as such, and we now refer reluctantly to the new Ministry, because Englishmen (and Irishmen) are practically excluded therefrom. For what reason? Sir Henry Campbell-Bannerman no doubt has a legal right to call to his assistance whomsoever he will; but it is not usual to interpret that right in the way he has seen fit, by filling the most important offices of State, almost exclusively with his own countrymen." Of course, it is unfortunate that in the opinion of C. B. the best advisers he could have are Scotsmen, but that does not excuse an ebullition of feeling such as distinguishes or discredits a journal purporting to be representative of the English nation. When a carpet-bagger from London seeks to woo the suffrages of a Scotch constituency there is no suggestion that he is other than a Britisher, one who is entitled to represent even Scotsmen. The Royal Society of St. George forgets that system which eliminates nationality. In a humorous spirit, Mr. Morley said: "A new Government had been formed, a very Scotch Government, and when they could not find Scotchmen enough for the Cabinet, they were obliged to take two Englishmen, who, though they had the misfortune to be Englishmen, had the good fortune to be Scottish Members. He luckily was one of those." The journal of this great and omnipotent Society is worth the fact that even an English member of the Cabinet should be peculiar on the subject of the absence of Englishmen. It is disgraceful to learn that a Scotsman has the disposal of patronage amounting to £220,000 a year. It is miserable to hear that the pushing Scotsmen actually oust Englishmen from positions which should belong to them. "We cannot preserve our purely English characteristics, traditions, and customs," says this journal, "when strangers are thrust upon us who share our sentiments imperfectly, and have different local institutions. A Scotch Premiership would seem ever to be associated with some national calamity." Considering that Mr. Balfour, the ex-Premier is a Scotsman, and one of the great upholders of the royal and ancient game of Scotland, the remarks of the Royal Society of St. George are hardly in the best of taste. Our friends of England would be the last to grudge office to Scotsmen, and it is their pride to forget that there are Irish and Scotch to compete with Englishmen. All are on the same level, and the man who sits on the Treasury bench is undenominational. The height of disgust is reached by this sheet when it contemplates the position held by Scotsmen in England. It remarks: "It is worth while also to note that the four principal personages in the Empire ranking after Royalty, without reckoning the Governor-General of India (Scotch), are the Archbishop of Canterbury, the Primate of all England, the Lord Chancellor of England, the Archbishop of York, Primate of England; and the Prime Minister of England—and all are Scotch!" These Scotsmen are simply everywhere, and yet it is unknown for a Scotsman to complain. It is regrettable that the official print of St. George should attempt to disturb the friendship which exists between the three countries, and the only satisfactory feeling is that Englishmen will not be led astray by a querulous article which would seek to destroy the good relations of English and Scotch.

THE *Manila Cablenews* reports that on Sunday evening (15th inst.) about a hundred men under the command of Salvador entered Malolos in Bances, and attacked the Constabulary barracks. The sentry on duty was killed, and the ladrones forced their way in, where a hand to hand struggle took place between the dozen soldiers and the ladrones and the ladrones. Two soldiers were killed and one mortally wounded; one ladrone was killed and the ladrones got at least 20 guns and possibly more. The officers at dinner near by heard the struggle in time to take a hand, and avert a massacre. Pursuit followed at once and fifteen are already caught. The following telegram was received late in the evening of the 16th inst., by Colonel Bandholtz, acting director of constabulary, from Lieutenant McRae: "Two of the 15 men who were caught by the detachment of constabulary have been identified. One had a hole covered with blood and two constabulary soldiers identify him as being in the party of ladrones. One soldier declared that he is the ladrone who killed Balagtas (the Constabulary soldier), whose death could only have been caused him with a bolo like the one the prisoner has. We will make the investigation of all these men as complete as possible."

LOCAL AND GENERAL.

A RECENT battle between Moorish troops and those of the Pretender on banks of the Mulya ended in its being drawn.

THE English and French mails of the 24th and 30th March were delivered in London on 20th and 19th inst., respectively.

THE Port Commissioners propose to construct floating baths on the Hough for the use of Hindu ladies at a cost of one lakh of rupees.

MR. T. K. Dealy has been appointed to be second master in Queen's College with effect from 16th March, in place of Mr. A. J. May, retired.

MR. R. E. O. Bird, junior assistant master, Queen's College, has been appointed a senior assistant master, with effect from the 16th March.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to amend the Vagrancy Ordinance, 1897.

LEAVE of absence to England on the recommendation of a Medical Board has been granted to Lieutenant A. H. Pullman, 2nd Royal West Kent Regiment, from 23rd April to 22nd October.

A FINE of \$25, with the option of one month's imprisonment with hard labour, was the sentence imposed by Mr. F. A. Hazeland, at the Police Court this morning, on a sumpaman for dredging in the man-of-war anchorage yesterday, without the necessary permit from the naval authorities.

THE Supreme Court was packed this morning with a very attentive crowd of Chinese spectators when the motion against the commitment of the seven Chinese merchants for alleged perjury in the bankruptcy case of the Lai Hing Bank on the 10th of April was heard before His Honour the Chief Justice.

"It is astounding to me to have an affidavit put before me of what I must know perfectly well," said the Chief Justice this morning in a case before the Appellate Court. "I submit we are technically right, my Lord," said Mr. Pollock. "We are not applying to your Lordship *qua* the judge who tried the case, but *qua* the only judge we can get at." "Quite so," said the Chief Justice.

THE two mafios, who were arrested on the 19th instant at Causeway Bay for "dusting" a tramway conductor and subsequently had to answer four charges the next morning at the Police Court, were brought up on remand this morning. It will be remembered that the defendants boarded a car at the Tin Hau Temple, Causeway Bay, and were alleged to have refused to pay their fares. On arrival at Causeway Bay they attacked the conductor, damaging his clothing and biting his finger. The evidence for the offence proved an *alibi* and Mr. F. A. Hazeland ordered the defendants to be discharged.

AN unemployed coolie, with no fixed abode, and who was found wandering about the streets during the small hours this morning, was removed to the Central Station by a detective. On the way to the lock-up, the coolie said that he had a house of his own, but was only out to enjoy the cool night air. The loafer was sent with a *lukong* to point out that "house" of his, but failed to do so. He was placed before Mr. F. A. Hazeland this morning charged with being a rogue and vagabond. On inquiries being made as to the character of the loafer, it was learnt that he had previous convictions. His Worship sentenced him to six weeks' hard labour and six hours' stock.

A COOLIE named Ip Lai Chuen was charged before Mr. C. A. D. Melbourne, at the Magistrate's Court this morning, with being found in a house at No. 60, Macdonnell Road, Tsim-sha-tui, last night, for an unlawful purpose. Inspector Langley said that this was a very aggravated case. Of late there had been many larcenies in this street. The defendant went up to the house in question, while a policeman was observing him; to try if he could gain admittance. He apparently failed, and was trying some other tactics, when he was arrested. On being searched at the station all that defendant carried on his person was two cash in his pocket. Defendant said he had no place of abode. *Sequel*: "Sofie work and free board and lodging for fifteen days."

MANILA is to have an oil road constructed as an experiment. The question of using oil on the streets of that city has been under consideration for some time, and a thorough study has been made of the methods used in California, where the best results have been obtained. Bakersfield, California, used 10,000 gallons of oil on its roads during 1904 and obtained excellent results. The method employed was practically as follows: The road was graded to the proper cross section and then thoroughly sprinkled with water. One day then elapsed before the application of the oil. The oil used ranged from 12 to 14 degrees Beanne, and was applied at a temperature of 200 degrees. The quantity of oil necessary depended upon the character of the soil and averaged from two to two and a half gallons per square yard. This oil was put on in two applications, the first coat consisting of approximately one and a half gallons per square yard. The road was then thoroughly rolled with a 12-ton steam roller at the rate of 2,700 square yards per day. The last coat of oil was then applied and a light coating of sand spread over the surface and the whole again thoroughly rolled. The road was not open to traffic until one week had elapsed. The oil penetrated to a depth of from four to five inches and gave a smooth dustless pavement. The coat of oil cost the street or 2c. per barrel applied for the oil and 1c. per square yard for the labour. The repairs on the road required a half gallon of oil per square yard per year and cost one half cent.

U.S. TRANSPORT DISABLED.

TOWED TO MANILA.

According to a cablegram received at Philippines Division headquarters from Colonel Duggan, commanding the 1st Infantry, en route, to Manila on board the transports *McClellan* and *Kilpatrick*, announces that the *McClellan* is disabled and proceeding to Manila in tow of the *Kilpatrick*. The cable is from Singapore, dated April 15, and states that the *Kilpatrick* has been towing the *McClellan* since March 29. The dispatch adds that the vessels will arrive in Manila on April 23.

RITIOUS HOUSE COOLIES.

ASSAULTING THE MISTRESS.

RIDICULOUSLY INADEQUATE PUNISHMENT.

U Sam and U Sing, house coolies, employed at the Cosmopolitan Hotel, No. 60, Des Vieux Road Central, were charged at the Magistracy this forenoon, with behaving in a riotous and disorderly manner at the hotel, and also with assaulting their mistress, Mrs. A. Comar. The defendants denied the charge. Evidence was heard to the effect that defendants were ordered by Mrs. Comar, who is ill, to do some particular work. They refused to carry out the order. What occurred afterwards there was no evidence to enlighten the Court, but defendants were alleged to have caught hold of Mrs. Comar by the hand and struck her several times on the face with a wet rag. Alex. Comar, the son of the proprietor, said that, when he went to protect his mother, the defendants "went for him," and he was still feeling the effects of the coolies' handling. The first defendant said that he was struck first, by four people.

His Worship—How did he come to have that swelling on his forehead?

Alex. Comar—He broke a screen and it fell on his forehead.

His Worship—You don't want me to believe that. Can't Mrs. Comar attend Court?

Insp. Warnock—No, your Worship. Her husband says she is dangerously ill.

His Worship said he found the charge proved, and fined the defendants \$3 each on the first charge. The second man had to pay an extra \$5 for the assault.

LAUNCHES IN COLLISION

IN THE HARBOUR.

A collision took place in the harbour this morning, west of Blake Pier, which resulted in serious damages occurring to a launch. How the collision happened, we are unable to ascertain definitely, but it was reported that the launch *Emerald*, owned by the Green Island Cement Company, in leaving her wharf for Kowloon, was run into by a Chinese-owned launch, the name of which we were unable to obtain. The *Emerald* sustained the worst damage, by having her bows stove in. We are informed that the damage was more or less below waterline. Soon after the collision, two other launches were hailed and the *Emerald* was taken in tow and subsequently beached. The extent of the damage to the Chinese launch is unknown, and it is stated that, if there was any, it was not of a serious character.

RATS, FLEAS AND PLAGUE.

SOME CONCLUSIVE EXPERIMENTS.

Under the heading "To Conquer Plague," the *Times of India* says:—"An important step forward in the inquiry into the causes, origin, and transmission of plague is now in process of completion by the plague Research Commission at work at the Parel Laboratory. It may be said at once that the validity of the theory of plague transmission by rat-fleas has been established beyond all question. Whether other living organisms also act to the same extent and in the same way as agencies for transmitting plague has still to be demonstrated. What is now conclusively proved is that rat-fleas carry plague from rat to rat and from rat to man. It will suffice to indicate the nature of certain recent experiments, which give the final evidence required. A room was selected in which had been found the dead body of a rat suffering from plague. Animals were placed in this room. Some of the animals were completely protected against the attacks of rat-fleas by means of metallic gauze coverings to their cages and by other expedients. Other animals were left without protection against fleas. It was soon found that the unprotected animals were attacked by plague and speedily died, and rat-fleas, infected with plague, were discovered on their bodies. The protected animals enjoyed complete immunity. This experiment has been repeated a number of times and has yielded identical results. But within the last few days it has been carried much farther. The animals had not contact or communication with each other and in each instance the agency of infection was the rat flea. Living rats suffering from plague evidently gradually carried fleas from house to house. Fleas on the bodies of rats which had died from plague sought fresh homes which, in this instance, are the animals that tenanted the houses. Had it not been for evacuation measures so promptly carried out, the people and not the animals, would have died and Sion Koliwada, a locality on the outskirts of Bombay, would have been decimated by plague."

MR. Sarah Bernhardt has a gown worth £1,500. Of ivory satin, it is decorated with diamonds and turquoises. Two hundred animals were needed to procure the ermine to line the train. On the skirt is a band of 1,800 turquoises.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

[Official.]

SAN FRANCISCO EARTH-QUAKE.

WORST FEARS CONFIRMED.

ENTIRE CITY MUST GO.

To the courtesy of Mr. W. F. Gracey, Acting U.S. Consul-General in this city, we are indebted for the following telegram:—

"To-day's despatches from the neighbourhood of San Francisco set (2) confirm worst fears of yesterday, excepting loss of life, which the chief of police states will not exceed three hundred."

"Since midnight fires have started afresh and are burning fiercely."

"It is believed that the entire city must go, residential as well as business section."

"(Signed) BACON,

"Assistant Secretary of State."

[Reuter's.]

LONDON, 19th April.

An earthquake occurred at San Francisco at 5 a.m., lasting three minutes. People rushed out of the houses in their night dresses. The north-eastern quarter, the manufacturing and wholesale district, suffered terribly, but there was less damage throughout the city.

It is roughly estimated that too have been killed and 1,000 injured. The collapsed buildings ignited in all directions, and the flames threatened the whole city.

It was very difficult combating the fire, owing to the wind and the rupture of the gas and water mains. The firemen had to blow up many buildings in the path of flames, and the terror and excitement are indescribable.

The most deadly of the collapses of buildings, was that of the Valencia Hotel, of five storeys which buried seventy-five tenement houses and left eighty in flaming ruins.

The earthquake was felt throughout the western States, and the seismic instruments in New York were violently shaken.

VOLCANIC ERUPTION IN JAPAN.

BAYONNAISE ISLAND ACTIVE.

[From Our Own Correspondent.]

Shanghai, 21st April,

10.25 a.m.

Smoke is rising from the volcanoes in Bayonnaise Island, in Japan, to the height of 1,000 feet.

A most serious situation exists.

NEW WHITE STAR LEVIATHAN.

SOME PARTICULARS OF THE "ADRIATIC."

Statements which have been made to the effect that the *Adriatic*, now being built by Messrs. Harland and Wolff, of Belfast, for the White Star Line, is a duplicate of the *Baltic* are misleading. The vessel is not so long as the Cunarders *Mauritania* or *Lusitania*, but she is as much as 1,200 gross tons bigger than the *Baltic*. Her displacement will be over 40,000 tons—twice the displacement, that is to say, of the battleship *Dreadnought* at her loaded draught.

Her double bottom has a depth of 5 ft. 1 in. under the propelling machinery. It is 5 ft. 10 in. under the hull and is divided into watertight compartments by eleven bulkheads. There are seven cargo holds, including reserve bunkers, two tween-deck holds insulated, and two holds fitted as deep tanks. Her decks are nine in number. In her hull are close on 20,000 steel plates—some of the shell plates are 30 ft. long by 5 ft. wide, and weigh from three to four tons—and nearly 2,500,000 rivets have been used to bind them together.

The work of building the vessel is proceeding rapidly, and it is expected that she will be ready for launching in the late summer. She is already plated up to her lower deck, and in a week or two the shell will be complete. As she sits on the blocks she looks a magnificent ship.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 23rd inst.German (*Prins Eitel Friedrich*) 23rd inst.German (*Prins Heinrich*) 25th inst.Indian (*Kunwar*) 29th inst.French (*Loos*) 30th inst.Canadian (*Tartar*) 1st prox.German (*Wiltshut*) 7th prox.

The Burknall Line s.s. *Manica Maru* left Singapore for this port on 17th inst., and is expected here on 23rd inst.

The N. Y. K. Bombay Line s.s. *Bombay Maru* left Moji for this port on 19th inst., and is expected here on 24th inst.

The C. P. R. Co's s.s. *Empress of India* arrived at Shanghai at midnight on 20th inst., and leaving again at 7 p.m., Saturday, for Nagasaki, where she is due to arrive at 7 a.m. on 23rd inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

NOTED EDITOR DEAD.

MR. ROBERT LITTLE SUCCEUMBS TO TYPHOID FEVER.

[From Our Own Correspondent.]

Shanghai, 21st April, 10.25 a.m.

Mr. Robert Little, editor of the *North China Daily News*, died last night from typhoid fever.

[We are indebted to the Editor of *Who's Who* in the Far East for the following biographical notes relating to the late Mr. Little, which have been kindly placed at our disposal:—Little, Robert William (Shanghai), B. A. (Oxon); F. J. 1; Journalist; at London Aug. 2, 1839; m. at Shanghai, 1864; *Edna*, St. Paul's Sch., Lond., and *Oriel*, Coll. Oxon., entered, as student at Lincoln's Inn, Lond., and read for the bar; came to China in 1861, and engaged in mercantile pursuits; joined the *North China Daily News* in 1886 and succeeded the late Mr. J. W. Maclellan as editor; was chairman of Municipal Council, Shanghai, in 1879, 1880 and 1881; chairman of Shanghai branch of China Association in 1895; *Clubs*: New University (Lond.), Shanghai, etc.—Ed., H.K.T.]

CHOLERA EPIDEMIC.

SERIOUS OUTBREAK IN SINGAPORE.

EXTRA SANITARY PRECAUTIONS.

[From Our Own Correspondent.]

Singapore, 21st April, 9.50 a.m.

A serious outbreak of cholera has occurred here.

There have been 41 cases up to the present time this month.

The wells are being closed and extra sanitary officials engaged.

[Private.]

SINGAPORE MERCHANTS' FAILURE.

BOAT QUAY FIRM INSOLVENT.

In reference to our special wire from Singapore of yesterday's date, a well-known local firm of commission agents, having connection with the Southern colony, kindly advise us that they have received information from Singapore that a prominent Chinese firm, with headquarters at Boat Quay, Singapore, has failed. Most of the principal European firms are involved, the largest being sufferers to the extent of \$25,000.

[The names of both the Chinese and the European firms are mentioned in the private advices. For obvious reasons, we deem it inadvisable to publish them at the present stage.—Ed., H.K.T.]

MORE MORPHINE SEIZURES.

\$22,000 WORTH OF THE DRUG SEIZED.

Yesterday afternoon a gang of excise officers, under the direction of the chief excise officer, made their way to the Kowloon godowns, on information received, in search for more morphine stored in the warehouse. Their information was no doubt correct, for on entering godown No. 15, they discovered and seized eighteen cases more of the drug which are valued at about \$22,000.

This morning Mr. G. Hoggarth, representing the Opium Farmer, made an application to Mr. F. A. Hazell, for the posting of notices in the godowns and at the Police Court informing the public of the find and calling for claimants.

His Worship—Can you not find any claimants?

Applicant—No, your Worship.

His Worship—What is this drug used for?

Applicant—Mostly for injection purposes, your Worship.

The application for the posting of notices was granted.

A DEAF WITNESS.

An Indian excise officer of the Opium Farm arrested a coolie last night and placed him before Mr. F. A. Hazell, at the Magistracy this morning, charged with being in possession of illicit opium.

After the Indian was shown the witness-box, he continued quite listless, regardless of questions put by the Court, and to all outward appearances seemed perfectly deaf.

His Worship—Are you deaf?

Witness—Yes.

His Worship (to the chief excise officer)—You should not employ deaf men to be excise officers.

The Indian was given another chance to answer the questions of the Court; but it proved fruitless.

His Worship—You had better withdraw the charge against this man. We cannot make out what this man is saying.

Mr. Hoggarth—Very well, your Worship.

His Worship—And see that you get rid of this Indian. He is no good for an excise officer.

THE PERJURY CASE.

APPEAL FOR RELEASE.

In Appellate Jurisdiction this morning before His Honour Sir Francis Piggott, Chief Justice, application was made in support of a writ of *habeas corpus* on behalf of the seven Chinese merchants, witnesses in the Lai Hing Bank bankruptcy case, heard on the 10th inst., in which they were committed to prison on the charge of perjury.

Hon. Mr. H. E. Pollock, K.C., Hon. Dr. Ho Kai, and Mr. E. Sharp, K.C., instructed by Mr. G. K. Hall Branton, of Messrs. Branton, Hett and Goldring, and Mr. F. N. d'Almeida e Castro appeared on behalf of the appellants.

Mr. Sharp said an appeal does not lie from a judicial finding of the Court, and the writ of *habeas corpus* was the best method of raising the question of whether the Court's decision was made in a legal and judicial manner, and he submitted, with all due respect, that His Lordship had not arrived at his decision in a legal and judicial manner.

Mr. Sharp then proceeded to quote authorities in support of his contention, and then submitted that his Lordship's decision was made illegally and therefore could not stand. They were not there to ask his Lordship to review the matter on the merits, but on the point that the decision was arrived at illegally and unjustly.

His Honour quoted an authority, when Mr. Sharp submitted that in that case it was an attempt to review the decision on the merits, but this was not a case of that sort.

Mr. Pollock said he had a number of authorities to produce, and that the practice required that the alleged offence, should be cited. A party might be discharged on writ of *habeas corpus*, if the commitment was bad in law. Where there is any defect in any commitment in point of law then the remedy is by writ of *habeas corpus*.

Mr. Pollock then quoted a case in which Lord Ellenborough and the other learned Judges of the Court of Queen's Bench decided that the Court of Parliament having committed a man to imprisonment in the Tower of London, they sitting as a Court would not interfere with the commitment of Parliament, though they would inquire as to whether the detention was legal on the warrant. They would not, however, inquire into the merits of the case. Mr. Pollock then argued at great length as to the jurisdiction and said that this Court had only to decide on the question of jurisdiction.

After considerable further argument by Counsel His Honour said he would look up the authorities quoted and give his decision on Monday.

The question of the *habeas corpus* being reserved, Mr. Sharp then moved that the seven men, committed to prison on the charge of perjury on the 10th inst., be released from prison; that the order be changed, on the ground that the men were not informed by His Honour as to the statements in which they had committed the alleged perjury, and that they had not been given any opportunity to be heard in their own defence. Mr. Sharp then proceeded to read the report of the occurrence when the men were committed, quoting his Honour's finding, and he submitted that that finding was bad in law for the reason that not one of the seven men had been informed as to what statements they had made constituted the alleged perjury; nor had one of them been given any opportunity to be heard in his own defence, and it was important that a witness should be so informed and given such opportunity. Especially he would refer to mere witnesses as against witness parties to the action.

His Honour: But these men were almost parties to the case.

Mr. Sharp: Of course your Lordship may make any comments you please, but whether they were almost parties has nothing to do with the matter, as the fact remains they were not.

His Honour: But the Official Receiver was suing on behalf of the creditors, and they were creditors.

Mr. Sharp: That is so, my Lord, but they were not among the plaintiffs. Had they been so they would have been accommodated with seats in Court, but as a matter of fact they were not in Court, and did not hear the adverse evidence. In this case eight men would have been convicted, but one was not present, and I am not aware of his present whereabouts.

His Honour: He vanished before he could be called.

Mr. Sharp: I think your Lordship takes a hostile view of it. The man was, as far as I know, not in Court on the last day of the trial. Your Lordship must not take me to say he was not in Court, but I believe he was not. (Referring to the attorneys on both sides.) I gather he was not in Court that day.

Mr. Sharp then quoted authorities to show that when a man is accused of an offence against the law he has a right to know in what his offence has consisted, and he has a right to be heard in his own defence. Here he quoted a case in which five judges sitting unanimously concurred in those findings, and went further and said that they had a right to call witnesses.

His Honour: Then that would make it inevitable to try the case again, which would occupy another two or three days, keeping the jury empanelled and witnesses in attendance.

Mr. Sharp: But surely your Lordship could conclude the first case—in fact, you had concluded the case and had given your decision, and the jury had done all that was required of them and they had no concern with the alleged perjury and only awaited their discharge. Mr. Sharp went on to quote several cases from the Privy Council and submitted that this Court could not over-ride decisions of that Council.

His Honour:—But surely my summing up indicated in what the perjury consisted when I mentioned their statements about Wong Ka Chun's being present at and addressing the meeting of creditors?

Mr. Sharp: But only one or two of the men speak English, even if one or two more understand it, and they could not follow your Lordship's summing up. And even if they could that would not fill the requirement of the law which requires that the men be informed and given an opportunity to be heard in their own defence. As a matter of fact only two or three of the men said they were present at the meeting, but your Lordship committed them all. The commitment was again bad, for the law required that the warrant be signed by the judge committing, whereas this warrant was not signed by your Lordship, but by the Registrar. That certainly is a technical point, but taking all the facts we have adduced and all the reasons given your Lordship I must ask you to make an order for the release of these men from gaol. The Court adjourned.

After the adjournment Mr. Pollock, addressing the Court, said that the Court had no power to commit a man unless he was informed of what his offence consisted in, and proceeded to quote authorities in support of that content, and submitted that an accused man must be called before the Court and told what he is charged, and then asked to plead in his defence. Mr. Pollock quoted from a large array of authorities, all tending to the same purpose, and showing that no person could be committed unless he is first summoned before the Court, to answer to some charge. Then again the warrant must be signed by the committing judge; here the Registrar signed it.

His Honour: The warrant is practically signed by the Court. The Registrar does not sign the warrant; he merely signs the declaration that the warrant is issued by order of the Court.

His Honour: It seems to me that it has always been the practice of the Court.

Mr. Pollock: That may be, my Lord, but no practice of a Court can make good the contravention of any Act in common law. It is necessary that a commitment must be under the hand and seal of the committing judge. More authorities followed.

His Honour: But the printed forms state "By order."

Mr. Pollock: That may be, my Lord, but that does not do away with the requirement that the commitment must be under the hand and seal of the committing officer, and not the printer's.

Mr. Pollock then submitted that as the arrest and imprisonment of the seven men had been illegal and unjust he must ask his Lordship to order their immediate release.

His Honour: Well I would like to give a decision now, but I must consider the points further and will give my decision on Monday afternoon.

The Court adjourned.

THE MORPHINE SEIZURE.

CLAIMANT FOR FORFEITED DRUG.

In our issue of last evening we reported that Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared on behalf of the Opium Farmer and applied for the confiscation of eleven cases of compound opium (muriate of morphine) that were seized by excise officers on March 6th and 7th at Kowloon. There being no claimant for the goods at the time, Mr. F. A. Hazell granted the order.

This morning, at the Magistracy, Mr. H. Bailey, of Messrs. Johnson, Stokes and Master, appeared on behalf of Messrs. MacEwen, Frickel and Company to claim four cases of the morphine that were confiscated.

His Worship—Was this the morphine that was ordered to be forfeited yesterday?

Mr. Hoggarth—Yes, your Worship.

Mr. Bailey—The four cases I am referring to, your Worship, are the property of Messrs. MacEwen, Frickel and Company, which were to be transported, and the facts I have to tell your worship will—

His Worship—Very well. According to the Ordinance if no claimant turns up after the expiration of one week the drug can be disposed of by the Opium Farmer.

Mr. Bailey—Very well.

His Worship—Have you taken possession of the morphine?

Mr. Hoggarth—Yes, your Worship.

His Worship—Then inform the Opium Farmer not to dispose of four cases as there are claimants.

Mr. Hoggarth—Very good, your Worship.

His Worship—See that you send in the necessary application form as early as you can. I will hear you on Wednesday, at 11.30 a.m.

Mr. Bailey—As your Worship pleases.

NATAL UNREST.

THE SITUATION DESCRIBED.

It is well-known that in times of unrest in India, mysterious messages and warnings are conveyed in all directions by sending round chapatties. A variant on this has been adopted in Natal by natives with some pretence to a knowledge of English. It has long been known to the authorities that such letters were being circulated, and one recently fell into the hands of the police in consequence of which natives were tried and convicted.

THE HVRNETOWN NATIVES. But little surprise is felt by those who know Natal at the recent trouble in that district. It is a veritable Atlantis, inhabited mainly by natives who have squatted on the lands of absentee owners. As there is no one to keep an eye on them, they issue forth from that district thieving and raiding, but returning to their own haunts as soon as they have secured their booty. The neighbouring division of Pofela was the scene of a somewhat similar incident a couple of years ago. It appears, however, that too small a force of police was sent into what is a notoriously isolated and troublesome neighbourhood, and there is also a probability that the officer in charge was not as tactful as the case demanded.

NATAL NATIVE TRIBES. The natives of Natal are a mixed lot. In fact a kind of hotch-pot of nearly every South African tribe—the coast natives, the old aboriginal stock, refugees Zulus and Basutos

and the remnants of various tribes who were "brought up" by Tshaka and his successors. It is true that many of them are prosperous and up to the present have shown no hostility to the British; yet the young men have been touched in their tenderest spot, dangerous agitators have been at work, and, worst of all, it is now authoritatively stated that several mean whites have been urging them to withstand the payment of the new tax. It is natural that the chiefs and headmen should give assurances of loyalty; but we saw how much assurances of peaceful intention were worth in the case of Messrs. Kruger and Steyn. Now the Bantustries are splendid diplomats, and with them diplomacy and treachery are practically synonymous.

NATAL'S MINISTRY.

Natal is in the peculiar position at present of having a Coalition Government. Parties are practically equal, so a coalition has been formed, and there is no opposition. The Premier, Mr. J. G. Maydon, has had personal experience in the field, arriving in Natal in order to take part in the Zulu war. He also acted as war correspondent during the early part of the Boer war. It is natural that the Ministry should be anxious to minimise matters, as the finances of the colony are in a poor way at present, and that, rather than any fear of what an Opposition (if one existed) might do, in a emergency factor with them. In any case, the fact that after all an Imperial battalion did render aid shows that there must have been at least a possibility of trouble. Moreover, it is noteworthy that the Minister for Native Affairs does not deny the danger of the disaffection spreading, but said that "there was no imminent danger" of its spreading.

TWO ROCKS AHEAD.

The real causes of the trouble in Natal appear to be two:—the machinations of Dinizulu and of the Ethiopian emissaries. The former is doubtless under the closest surveillance; or, if he is not, he should be. But the Ethiopians are allowed to work their will unhindered. They have a great deal of influence in many parts of the Cape Colony and in Natal, though in the two new colonies they seem to have been checked. Originally an offshoot of the American Methodist Episcopal Church, they are now irresponsible agitators, half-religious, half-political, some coming from the United States and some from Liberia. They go from kraal to kraal and when they get a footing set up a tin tabernacle and propound their doctrines of equality and liberty. They insist that the country belongs to the black man and that the white men must go. At all times, even when things are going well, the white men in South Africa live "the brink of a volcano"; if these doctrines are allowed to spread unchecked it will not be long before there is an eruption. And it only needs some satisfactory cry to effect a combination of all the various black races. The only thing to check the black man is a determined show of force.—Globe.

COMMERCIAL.

SHARE LIST.

Following are further alterations noted in Messrs. E. S. Kadoorie & Co.'s share list to-day:

"Shell" Transport ... 26 s.
China Sugar ... 5 1/2
Shanghai Gas ... 115 1/2

YARN MARKET.

In their report dated 20th inst., Messrs. Phirozsha B. Petit and Co. write:—"Scapegoat" would be the proper word to put China market in a nutshell. Politically and diplomatically, and even as regards the ancient Missionary element, China has been made a scapegoat from time immemorial. Now, for a very long time past we have seen and commented upon this "scapegoatism" (to coin a convenient word) in the trade with China, with special reference to the yarn and piece-goods line. China market is not allowed to think and act for itself, speaking from the course events have been taking for a considerable time past. Bombay and Manchester and Lancashire have been doing the thinking for the China market. People on the spot are, so to say, mere on-lookers. Lancashire has always its eyes on Bombay. In the past it has made many attempts, and only recently a large effort was put forth to invoke the aid of Imperial Legislation and an actual deputation of Lancashire spinners waited upon the new Secretary of State for India, Mr. Morley, who has hitherto bloomed large, and most worthily so, in the eyes of the people of India as a scholar and historian and thinker, to bring some relief to the poor, hard worked operatives of Bombay Mills. (As Lancashire puts it out of sheer philanthropy) by curtailing the working hours in Indian Mills. Bombay mills are having a boom, the like of which they never saw before and might never see again. Bombay manufactures and sells, and buys and re-sells, and sends out to China continued shipments, and, in consequence, the perpetual refrain all along has been congestion, over-trading, inter-selling, re-exportation, and commercial dyspepsia, whether it be Hongkong or Kwantung, Shanghai or the Northern Ports, or Japan, all joining in the chorus. Hongkong is groaning under the heavy weight of accumulated stocks and has been sending forward large parcels to Shanghai only to relieve herself and distress her neighbour. Shanghai's cry is echoed by the far northern ports of Newchwang and others. Canton and districts are threatened with scarcity, if not actual famine, by reason of her first rice crop, half reaped, having been completely ruined by torrential rains. Locally, dealers are conspicuous by their absence, the same rains having interrupted them in their ancestral tomb-worshipping functions and detained them there. Importers are free sellers even at a decline of one dollar, but the response falls short of their calculations, and the demand anticipated in our last has not been seen.

The sales reported in this circular are not to be taken as indicative of any free desire on the part of Chinese dealers to operate, but are, almost all of them, forced on their acceptance. Many of these dealers acquiesce mainly because they are hoping to see a renewal of activity before long.

Market closes steady.

No. 207.—This count covers almost two-thirds of the aggregate sales reported to-day. Prices in some instances show a decline of about fifty cents.

No. 105.—Only one thread of this count changed hands at last week's rate.

No. 125.—Out of favour, small parcels here and there fetched a dollar lower.

No. 105.—Out of favour. Sales insignificant.

Prices declined a dollar.

No. 85.—No business is reported in this count.

No. 65.—Sales of only two threads at current quotations.

Sales during the past fortnight comprised of about 30 bales of No. 65; 115 bales of No. 105; 165 bales of No. 125; 300 bales of No. 165; and 1,180 bales of No. 205; in all about 1,790 bales.

Arrivals per steamers *Kulsang* and *Arutog* *Apar* (from Calcutta), and *Delhi* (from Bombay) of about 1,000 bales for this port, and about 18,345 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 16,500 bales (made by both importers and dealers).

Unsold stock is estimated at about 71,000 bales.

Uncleared stock is estimated at about 50,000 bales.

Local Yarn:—No business is reported.

Japanese Yarn:—Nothing doing.

Cotton:—Sales are reported of about 260 bales at \$22 to \$25 per picul.

Exchange:—We quote to-day as under:—

India T.T. at Rs. 153 1/2 per cent.

Demand " 154 1/2

London T.T. " 20 1/2

Demand " 20 1/2

Shanghai " 115 1/2

Silver " 29 1/2

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. ... 20 1/2

D. Demand ... 20 1/2

Do. 4 months' sight ... 20 1/2

France—Bank T.T. ... 25 1/2

America—Bank T.T. ... 49 1/2

Germany—Bank T.T. ... 210

India T.T. ... 154 1/2

Do. demand ... 154 1/2

Shanghai—Bank T.T. ... 115 1/2

Singapore T.T. ... 144 1/2

Japan—Bank T.T. ... 100 1/2

Yan—Bank T.T. ... 123 1/2

Buying.

6 months' sight L/C ... 21 1/2

6 months' sight L/C ... 21 1/2

30 days' sight San Francisco & New York ... 50 1/2

1 month's sight do. ... 51 1/2

30 days' sight Sydney and Melbourne ... 51 1/2

1 month's sight France ... 262

4 months' sight ... 263 1/2

4 months' sight Germany ... 215 1/2

4 1/2 months' sight ... 297

Bank of England rate ... 2

Sovereign ... 9 7/8

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New ... 940/950

" Old ... 1,000/1,010

" Older ... 1,040/1,060

Palma New ... 895

" Old ... 875

Benares New ... 827 1/2

" Old ... 817 1/2

Persian (Paper) ... 817 1/2

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Per chest

Per picul

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	28th April.
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCOS"	15th "
GLASGOW and LIVERPOOL	"RHIPHEUS"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "

HOMeward.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	22nd April.
AMSTERDAM, LONDON & ANTWERP	"BELLE OPHON"	8th May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
AMSTERDAM, LONDON & ANTWERP	"HYSON"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST.	"NINGCHOW"	25th April.
	"YANGTZE"	25th May.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"KWEILIN"	23rd April.
SHANGHAI	"YCHOW"	24th "
CHEFOO and TIENSIN	"KWEICHOW"	27th "
SHANGHAI	"SHAOH-NO"	27th "
CERU and ILOILO	"KAIFONG"	28th "

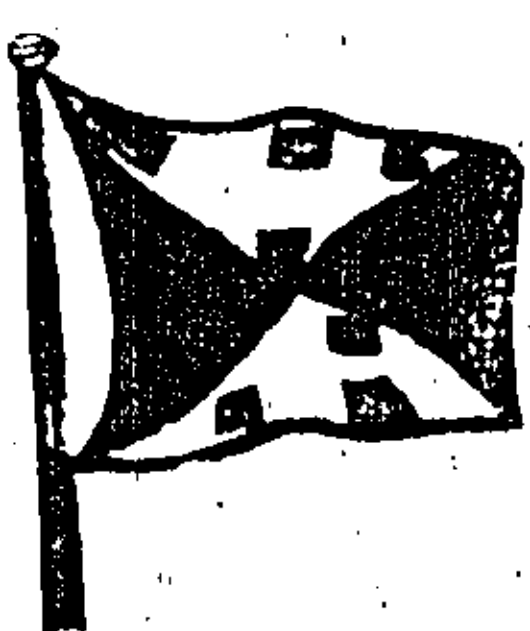
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st April, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers,
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROH	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 28th April, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 21st April, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	25th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th April, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SHEWAN & Co.

Hongkong 28th May, 1895.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if the permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
On and after Sunday, 29th inst., inclu-
sive, every Sunday will be an excursion, the
following rates:—1st and 2nd Class, Single, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.

All Meals can be supplied on Board at \$1
each Meal.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG Co.,
Hongkong, 17th April, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,300 T. R. MEAD
"KWONG TUNG" 1,238 T. R. RAMSEY.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.
Passage Fare—Single Journey \$4
Meals \$1 each.

Also
Excursions to MACAO every SATURDAY
at 6 P.M., and every SUNDAY at 8.30 A.M.,
returning on SUNDAY at 10 A.M. and 6.30
P.M.
1st Class single \$2 with cabin \$3.00.
2nd Class single \$1, return \$1.50.
Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is at the Western
end of Wing Lok Street.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th April, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship.	On
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 24th April, 3 P.M.
SHANGHAI	"KWONGSANG"	TUESDAY, 24th April, 4 P.M.
SHANGHAI	"AMARA"	THURSDAY, 26th April, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 27th April, 4 P.M.
SHANGHAI	"TAUSANG"	SATURDAY, 28th April, 4 P.M.
TIENSIN	"CHEONGSHING"	SATURDAY, 28th April, 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 21st April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldtmann	July 14th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with us apply to

S. SILVERSTONE, Acting General Agent.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTA"
will be despatched for the above Ports, on
or about 25th April.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th March, 1906.

"SHIRE" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"MERIONETHSHIRE"
will be despatched for the above Ports, on or
about the 10th May, 1906.

For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th April, 1906.

"SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"
will be despatched for the above Ports, on or
about the 15th May, 1906.

For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th April, 1906.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ.

THE Company's Steamship

"OBRA,"

Captain A. H. Acheson, will be despatched as
above, TO-MORROW, the 22nd instant, at
Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 21st April, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above
Ports, on SATURDAY, the 28th instant, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A reward and a duly qualified Surgeon
are carried.

M.J.—To ensure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd April, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE."

Captain Kroble, will be despatched as above, on
or about 8th May.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldtmann	July 14th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with us apply to

S. SILVERSTONE, Acting General Agent.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTA"
will be despatched for the above Ports, on
or about 25th April.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th March, 1906.

"SHIRE" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"MERIONETHSHIRE"
will be despatched for the above Ports, on or
about the 10th May, 1906.

For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th April, 1906.

"SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"
will be despatched for the above Ports, on or
about the 15th May, 1906.

For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th April, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c.
From Italy.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 19th April, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. India.
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 19th April, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER."

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns, and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 23rd instant, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
30th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th April, 1906.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"ARCADIA."

Captain Hildebrandt, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra haz-
ardous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 25th April, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th April, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Agents.

Hongkong, 19th April, 1906.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"OBRA,"

having arrived from the above Ports,

At the disposal of Rear-Admiral de Ma-

MAILS.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"
Captain Bourdon, will be despatched for
MARSEILLES on TUESDAY, the 1st
May, at 1 P.M.
This steamer connects at Colombo with the
Australian line s.s. *Tarra* bound for Marseilles
via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *POLYNESIE* 15th May.
S.S. *CALÉDONIEN* 29th May.
S.S. *SALAZIE* 12th June.
S.S. *OCEANIE* 26th June.
S.S. *TOURANE* 10th July.
DE CHAMPEAUX,
Agent.
Hongkong, 21st April, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship
"DEVANHA,"
Captain T. H. Hyde, R.N.R., carrying H.
Majesty's Mails, will be despatched for
the BOMBAY, on SATURDAY, the 5th
May, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Himalaya*, 6,898 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.
Sole and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mac-
donaldia*, due in London on the 17th June, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 21st April, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

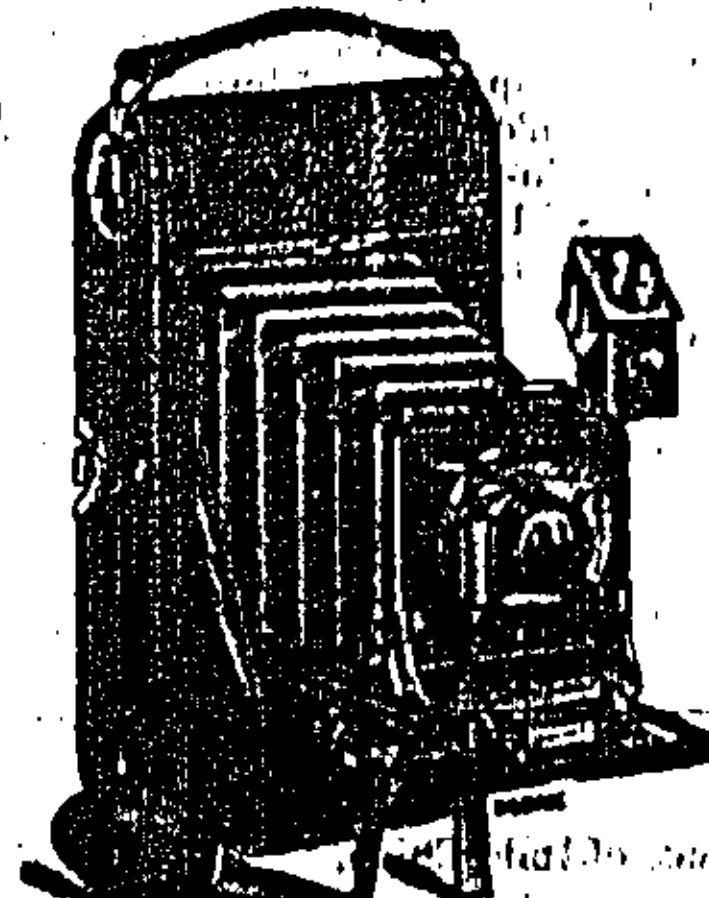
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
(Hongkong, 16th May, 1906)

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.	
BANKS.									
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	{ \$1,000,000 \$250,000 \$250,000 \$250,000 \$250,000 }	\$1,699,777	{ \$1 15/- div. and \$1 bonus @ ex. 2/3/9/16 = \$26.87 for 2nd half-year 1905 }	5 %	{ \$865 London £88.10 \$40 buyers	
National Bank of China, Limited	99,925	£7	£5	{ \$1,000,000 \$250,000 \$250,000 \$250,000 \$250,000 }	\$74,099	\$2 (London 3/6) for 1905			
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$250,000 \$250,000 \$250,000 \$250,000 }	\$211,510	\$20 for 1904	51 %	\$355 buyers	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$1,000,000 \$250,000 \$250,000 \$250,000 \$250,000 }	Nil.	\$41 for year ended 30.6.1905	41 %	\$96	
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 50,000 \$2,000,000 \$40,000 \$314,453 \$1,043,930 \$1,152,364 \$800,000 \$161,278 \$15,527 \$1,000,000 \$120,418 \$26.6 \$1,221,928 }	Tls. 302,053	Final of 7/6 making 15/- for 1904	51 %	Tls. 90 sales	
Union Insurance Corporation of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$314,453 \$1,043,930 \$1,152,364 \$800,000 \$161,278 \$15,527 \$1,000,000 \$120,418 \$26.6 \$1,221,928 }	\$2,339,112	\$40 for 1904	5 %	\$795	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$2,000,000 \$40,000 \$314,453 \$1,043,930 \$1,152,364 \$800,000 \$161,278 \$15,527 \$1,000,000 \$120,418 \$26.6 \$1,221,928 }	\$508,334	\$12 and \$3 special dividend for 1904	8 %	\$175 ex div.	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$2,000,000 \$40,000 \$314,453 \$1,043,930 \$1,152,364 \$800,000 \$161,278 \$15,527 \$1,000,000 \$120,418 \$26.6 \$1,221,928 }	\$324,458	\$6 for 1904	7 %	\$86 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$2,000,000 \$40,000 \$314,453 \$1,043,930 \$1,152,364 \$800,000 \$161,278 \$15,527 \$1,000,000 \$120,418 \$26.6 \$1,221,928 }	\$422,618	\$25 for 1904	8 %	\$310 sales	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$361,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$23,999 }	\$6,563	\$14 for 1905	8 1/2 %	\$18 buyers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$6,000 \$361,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$23,999 }	Nil.	\$34 for year ended 30.6.1905	8 1/2 %	\$41 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$6,000 \$361,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$23,999 }	\$21,680	\$1 for second half-year 1905	8 1/2 %	\$25	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$6,000 \$361,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 \$241,150 \$23,999 }	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 %	\$93 buyers	
Shanghai Tug and Lighter Company, Limited	700,000	Tls. 50	Tls. 50	{ Tls. 20,000 Tls. 400,000 Tls. 107,815 }	Tls. 21,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 48 buyers	
"Do." (Preference)	100,000	£1	£1	{ Tls. 20,000 Tls. 400,000 Tls. 107,815 }	£107,815	Final Tls. 14 making Tls. 34 for 1905	7 %	Tls. 29/- sellers	
"Shell" Transport and Trading Company, Limited	1,000,000	Tls. 1	Tls. 1	{ Tls. 20,000 Tls. 400,000 Tls. 107,815 }		1/- (Coupon No. 61 for 1905)	4 %	\$32 buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 20,000 Tls. 400,000 Tls. 107,815 }	\$109	\$1.80 for year ending 30.4.1905	4 %	\$23 sellers	
Taku Tug and Lighter Company, Limited	70,000	Tls. 50	Tls. 50	{ Tls. 20,000 Tls. 400,000 Tls. 107,815 }	Tls. 13,613	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 30 buyers	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$40,914 \$86,129 }	\$40,914	Final of \$15 making \$25 for 1905	13 1/2 %	\$178 sellers	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$40,914 \$86,129 }	\$132,588	\$3 for 1897		\$25	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$40,914 \$86,129 }	Tls. 3,723	Tls. 24 for year ending 30.9.04		Tls. 85 buyers	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011 }	£13,355	Final of 1/- (No. 5)		Tls. 10.45 buyers	
Original Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ £80,000 £26,011 }	G. \$9,905	Final of 50 cents making G. \$1 for 1905		G. \$16	
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £80,000 £26,011 }	£8,745	No. 12 of 1/- = 48 cents		\$3 sales	
DOCKS, WHARVES & GODOWNS.									
Famham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 120 buyers	
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ Tls. 1,000,000 \$70,000 }	\$8,915	\$2 for 1905	9 %	\$22	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$65,160 \$20,000 }	\$20,010	Final of \$31 making \$6 for 1905	6 %	\$104	
Hong Kong and Whampoa Dock Company, Ltd.	40,000	\$50	\$50	{ \$550,000 \$65,160 \$20,000 }	\$562,232	\$6 for second half-year 1905	7 1/2 %	\$165	
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$550,000 \$65,160 \$20,000 }	\$2,221	\$1 for 1905	6 %	\$17 buyers	
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 47,210 Tls. 57,065 }	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 22 1/2 sales	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 47,210 Tls. 57,065 }	Tls. 2,762	Tls. 18 for 1904	8 1/2 %	Tls. 215 buyers	
LANDS, HOTELS & BUILDING.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516 }	none	First year		Tls. 100	
Star House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	{ none \$14,516 }	\$9,028	\$24 for year ended 30.6.1905	8 1/2 %	\$52	
Central Stores, Limited	6,000	\$15	\$15	{ none \$14,719 }	none	\$2.40 on \$12 for 1905	13 1/2 %	\$18	
"Do." (new issue)	24,000	\$15	\$15	{ none \$14,719 }	14,719	7 % on \$74 for 1905		\$15 1/2 buyers	
"Do." (Founders)	123	\$15	\$15	{ none \$14,719 }	1619	None		\$300 buyers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071 }	\$619	\$5 for second half-year 1905	7 1/2 %	\$133 1/2 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$648,975 \$24,071 }	\$67,839	Final of \$34 making \$7 for 1905	6 %	\$116 buyers	
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 24,986 Tls. 24,986 }	Tls. 24,986	Interim of Tls. 1	14 %	Tls. 17	
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ Tls. 24,986 Tls. 24,986 }	\$4,699	Final of \$6 making \$10	10 %	\$100	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$208,386 \$50,000 }	\$5,070	80 cents for 1905	7 %	\$11 1/2	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$208,386 \$50,000 }	\$574	\$24 for 1905	6 1/2 %	\$39	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 900,593 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 118 buyers	
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 900,593 Tls. 170,000 }	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53	
COTTON MILLS.									
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 \$30,000 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 %	Tls. 72 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 45,939 \$30,000 }	\$23,264	\$1 for the year ending 31.7.05	6 %	\$164 sales	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 109,000 Tls. 18,416 }	Tls. 18,718	3 % a/c 1898		Tls. 67 1/2 sales	
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 109,000 Tls. 18,416 }	Tls. 30,760	Tls. 8 for 1905	11 %	Tls. 72 1/2 buyers	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 109,000 Tls. 18,416 }	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers	
MISCELLANEOUS.									
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$1,066 }	\$1,066	\$7 for 1905	7 %	\$100 sellers	
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none £314 }	£770	1/3 per share for 1904	9 %	\$74	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$9,000 }	\$1,097	\$3 for 1905	9 1/2 %	\$52	
China-Borneo Company, Limited	60,000	\$12	\$12	{ none \$1,210 }	Nil.	\$1 for 1904		\$64 sales	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 none }	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 80 buyers	
China Light and Power Company, Limited	60,000	\$10	\$10	{ Tls. 50,000 none }	\$1,210	63 cents for year ended 18.2.06	6 %	\$10 sales	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ Tls. 50,000 none }	\$1,681	80 cents for 1905	9 %	\$9 sales	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ Tls. 50,000 none }	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16	
Green Island Cement Company, Limited	150,000	\$10	\$10	{ Tls. 50,000 none }	\$52,291	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$291	
Hall & Holtz, Limited	21,000	\$20	\$20	{ Tls. 50,000 none }	\$7,551	Final of \$14 making \$24 for year 20.2.05	11 %	\$23 buyers	
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ Tls. 50,000 none }	\$2,151	\$100 for year ending 30.4.1905	6 %	\$164	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ Tls. 50,000 none }	\$2,796	\$15 for year ending 30.11.1904	6 1/2 %	\$235 sales	
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ Tls. 50,000 none }	\$3,776	Final of \$15 making \$19 for 1905	8 1/2 %	\$235 buyers	
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ Tls. 50,000 none }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ Tls. 50,000 none }	\$88	Final of 50 cents making \$1 for the year	10 %	\$10 sellers	
Maatschappij tot Mijn- Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	First interim of Tls. 7 paid 15.3.06 account	8 1/2 %	Tls. 240 buyers	
Philippine Company, Limited	67,500	\$10	\$10	{ Tls. 528,210 Tls. 19,465 }	Dr. P. 34,324	None		\$5 buyers	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 37,000 }	Tls. 11,017	{ Tls. 31 final & Tls. 11 bonus making Tls. 84 1905 }	61 %	Tls. 130 buyers	
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 37,000 }	Tls. 9,751	Tls. 6 for 1904	9 %	Tls. 67 1/2	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 165,000 Tls. 37,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 %	Tls. 150 sellers	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 1/2 %	Tls. 66 buyers	
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 190,000 Tls. 190,000 }	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6		Tls. 450	
South China Morning Post, Limited	7,200	£20	£20	{ Tls. 190,000 Tls. 190,000 }	Dr. \$5,068	First year		Tls. 200 buyers	
Steam Laundry Company, Limited	6,000	\$25	\$25	{ none none }	\$1,134	None		\$20	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ none none }	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	\$6	
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ Tls. 15,295 Tls. 4,000 }	\$551	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110	
"Do." (Founders)	100	\$10	\$10	{ Tls. 15,295 Tls. 4,000 }	\$551	{ 80 cents \$19.80 }	9 %	\$9	
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000 }	\$6,096	Interim of 50 cents for 1905	7 1/2 %	\$13 buyers	
William Powell, Limited	15,000	\$10	\$10	{ \$300,000 \$25,000 }	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2	
DIVIDENDS PAYABLE							{ Hall and Holtz Limited Union Insurance Society of Canton, Ltd. Chinese Engineering and Mining Co., Ltd.	{ 5 1/2 % \$30 1/- }	{ 26th April 20th April 1st May }